

~2004~

SASKATCHEWAN TRAFFIC ACCIDENT FACTS



SG////

Take care out there.

Quick Facts

(2004 Compared to 2003)

	2003	2004	% CHANGE
Property Damage Only Collisions *	35,565	37,178	4.5
Personal Injury Collisions *	5,455	5,400	-1.0
Fatal Collisions *	136	105	-22.8
Total Reported Collisions *	41,156	42,683	3.7
-----	-----	-----	-----
Number of Deaths	148	126	-14.9
Number of Injuries	7,685	7,541	-1.9
-----	-----	-----	-----
Provincial Highway Collisions	9,300	10,612	14.1
Rural Road Collisions	4,571	4,924	7.7
Urban Street Collisions	24,878	24,893	0.1
Other Locations	2,407	2,254	-6.4
-----	-----	-----	-----
Registered Vehicles	731,891	740,554	1.2
Licensed Vehicle Operators	668,572	669,852	0.2
Saskatchewan Population	1,007,753	1,018,057	1.0
-----	-----	-----	-----
Collisions Per 100 Licensed Operators	6.16	6.37	3.5
Collisions Per 100 Registered Vehicles	5.62	5.76	2.5
Collisions Per 100 Population	4.08	4.19	2.7
-----	-----	-----	-----
Casualty Collisions Per 100 Licensed Operators	0.84	0.82	-1.7
Casualty Collisions Per 100 Registered Vehicles	0.76	0.74	-2.7
Casualty Collisions Per 100 Population	0.55	0.54	-2.5

*Due to differences in reporting definitions, the numbers of collisions and associated casualties published in this report do not necessarily reflect the collision and injury claims experience of the Saskatchewan Auto Fund. Traffic collisions are reported in the Traffic Accident Information System (TAIS) only when the estimated repair costs for all vehicles and property exceed \$1,000 or when personal injuries are sustained, whereas a collision claim may occur for any amount of property damage over the applicable deductible. Private property and parking lot collisions as well as deliberate acts of vandalism or natural causes are also not recorded in TAIS.



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Letter of Transmittal

June 2006

To: Saskatchewan's Traffic Safety Community

I am pleased to present to you "Saskatchewan Traffic Accident Facts" for 2004.

Much of the information in this report comes from SGI's database on motor vehicle crashes called "TAIS" (Traffic Accident Information System), which in turn relies on the dedicated efforts of law enforcement officers throughout Saskatchewan and SGI's team of Claims Adjusters. The invaluable efforts of both groups in providing us with reliable, complete information about the crashes has made this publication possible.

Beginning with the 2003 TAIS report, each year's annual report will be available on SGI's website at www.sgi.sk.ca. By making TAIS available online, we hope to facilitate timely access to the data while also widening its reach.

Too many people continue to be injured and die on Saskatchewan roads as a result of traffic accidents. SGI will continue to focus its efforts and partnerships with you to help improve road safety in Saskatchewan.

We hope that the information contained in this report will assist you in making informed decisions regarding the road safety issues we all face on a daily basis.

Please do not hesitate to contact SGI should you need any additional information.

Yours truly,

A handwritten signature in cursive script, appearing to read "Sherry Wolf".

Sherry Wolf
Vice President
Saskatchewan Auto Fund



2004 Summary

The number of traffic accidents in Saskatchewan is up only slightly from 41,156 in 2003 to 42,683 in 2004, marking a four per cent increase. Property damage only (PDO) collisions follow a similar trend increasing five per cent to 37,178. Personal injury collisions are up five per cent to 5,400 from the previous three-year average of 5,161. Markedly, the number of fatal collisions is at a five-year low of 105. This is compared to the previous four-year average of 134.

The lack of seatbelt use by fatally injured occupants continues to be of great concern on rural and First Nations roads in Saskatchewan. Sixty-two per cent of deaths on rural roads and all deaths on First Nations roads involved unbelted occupants.

Overall, we see a long-term decreasing trend in the number of alcohol-related traffic accidents and associated casualties (injuries and deaths) in Saskatchewan. The total number of alcohol-related collisions is down to 1,143 in 2004 from 1,240 in 2003. The number of fatal collisions involving alcohol is down from 58 in 2003 to 44 in 2004, resulting in 53 fatalities. Additionally, the number of injury collisions involving alcohol are down slightly from 477 in 2003 to 466 in 2004 marking a four per cent decrease from the previous three-year average of 484.

Driver inattention or distraction remains the second highest cause of fatal collisions, second only to alcohol involvement. In 2004, 12 per cent of fatal collisions resulted from driver distraction or inattention. This number has remained consistent over the past couple of years with 13 per cent and 10 per cent of fatal collisions in 2003 and 2002 respectively resulting from drivers failing to pay attention to the task of driving. SGI is aware of this fact and is working with a number of organizations to develop education and awareness programs to address this problem.

Is your child protected?



It's important to use a child safety seat to keep your young ones safe while travelling.

In a crash, children who are not properly buckled can suffer serious injuries by being thrown around the inside of the vehicle, or even being thrown out of the vehicle. If a child without a safety seat is in a vehicle going 50 km/h and the vehicle crashes, the impact would be the same as dropping the child from a third-story window.

SGI surveys show that half of Saskatchewan children age eight and under are not properly fitted and secured in car seats.

It is the law that small children who weigh 18 kg (40 lbs.) or less be properly fitted into a safety seat that is fastened into the vehicle by a seat belt. Car seats that face forward also come with a tether strap. To comply with the law, tether straps need to be attached to the vehicle.

Children that weigh between 18 kg (40 lbs.) and 27 kg (60 lbs.) should ride in a booster seat.



For more information on child safety seats, including how to make sure your child is properly fitted and secured, phone SGI toll free at 1-800-667-8015, ext. 6179 or visit the SGI web site: www.sgi.sk.ca

Preface

The Traffic Accident Information System (TAIS) is a computer-based system that compiles information on traffic collisions occurring on Saskatchewan roads. Collisions involving bodily injury, death, hit and run, an out of province vehicle, an impaired operator or where vehicles have to be towed, are reported through police agencies. A Motor Vehicle Accident (MVA) form is completed in accordance with Section 83 of *The Highway Traffic Act* and forwarded to SGI. Information on all other types of collisions is collected through SGI's claims reporting process. Both data sources are combined to create TAIS. The collision database and its publications are administered by SGI.

TAIS provides comprehensive collision data to many agencies for the design and evaluation of traffic safety programs. The importance of accurate, timely collision data is evident by such initiatives as Transport Canada's Road Safety Vision 2010. This is a national initiative to make Canada's roads the safest in the world. The strategic objectives of the plan are to raise public awareness of road safety issues; improve communication, cooperation and collaboration among road safety agencies; enhance enforcement measures and improve national road safety data quality and collection.

The collection of traffic collision information is made possible by the efforts and dedication of police officers and SGI claims staff who complete their respective collision investigation reports and insurance claims.

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Historical Trends

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Historical Trends – Section 1

Historical Trends

This section illustrates the 25-year history of collisions, victims, licensed drivers and vehicles.

Reporting definitions must be considered when looking at past trends. Changes to the reporting thresholds have resulted in large declines in property damage only collisions during the years 1970, 1984 and 1993. The years 1979 and 1981 also reflect changes in the data collection procedures and the recording of private property collisions. The continued reduction in police resources available for traffic enforcement has also had an effect on the number of property damage only collisions being reported. This is especially true for the reporting of wildlife collisions since 1996.

The traffic accident reporting system was streamlined, effective August 1, 2002, so that only collisions involving bodily injury, death, hit and run, an out of province vehicle, an impaired operator or where vehicles have to be towed are reported to the police. Information on all other types of collisions that meet the reporting criteria for our traffic accident system are collected through SGI's claims reporting process. This change has freed up valuable enforcement resources that can be devoted to other high priority issues.

The increase in the total number of accidents can be mainly attributed to the change in accident reporting procedures implemented in August 2002. This change resulted in a 49.5 per cent increase in the number of property damage only (PDO) accidents captured by TAIS in 2003 as compared to the previous three-year average. A year to year comparison of PDO accidents between 2003 and 2004 shows a 4.5 per cent increase.

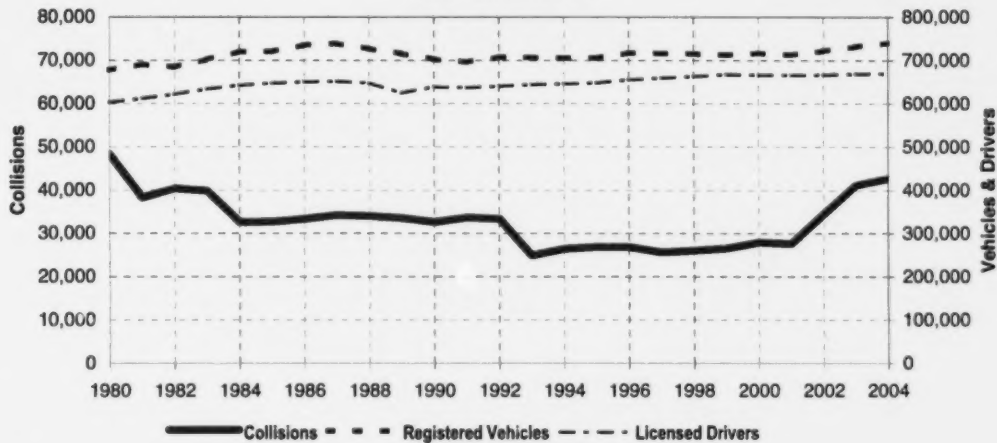
Trends in crashes resulting in fatalities and injuries have shown a steady decline since the early 1970s. Fatal crashes peaked at 234 in 1974, while injury crashes peaked at 6,401 in 1975. The five-year averages for fatal and injury crashes are now 136 and 5,174 respectively. Trends in all collisions showed an upward trend until 1979-1980, and dropped off to stay at relatively stable levels through the mid-1980s to early 1990s. Data for recent years exhibit a fairly steady count of total collisions in the province. Vehicle counts and the number of licensed drivers have also been steady.

A complete listing of all the numbers used in the charts and changes in definitions are in Appendices A1.1 to A4.2.

Historical Trends – Section 1

Trends in Licensed Drivers, Vehicle Registrations and Collisions

Figure 1.1



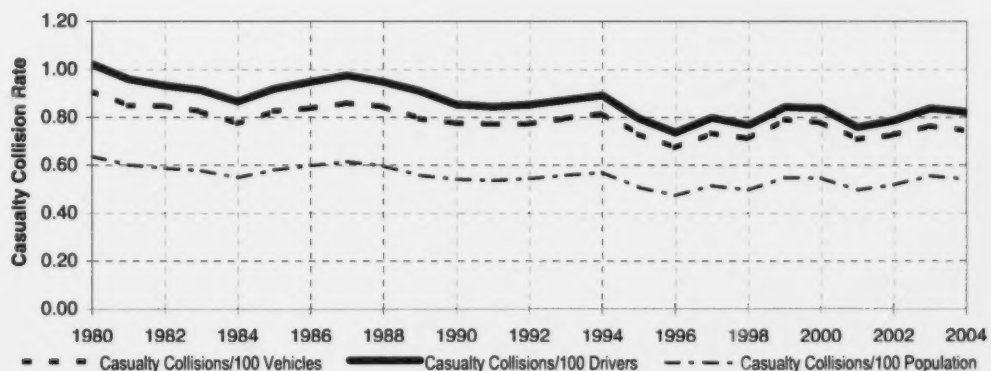
3 Year Summary

	2002	2003	2004	% Change
Registered Vehicles	721,999	731,891	740,554	1.18
Licensed Drivers	666,374	668,572	669,852	0.19
Total Collisions	34,481	41,156	42,683	3.71

See Appendix sections A1.1 to A1.7 for additional details

Trends in Casualty Collision Rates by Vehicles, Drivers and Population

Figure 1.2



3 Year Summary

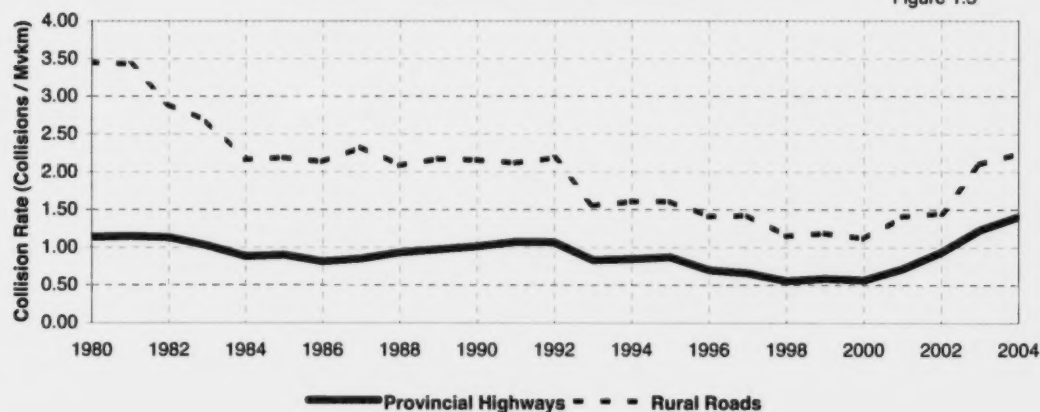
	2002	2003	2004	% Change
Casualty Collisions / 100 Registered Vehicles	0.73	0.76	0.74	-2.69
Casualty Collisions / 100 Licensed Drivers	0.79	0.84	0.82	-1.73
Casualty Collisions / 100 Population	0.52	0.55	0.54	-2.53

See Appendix sections A1.1 to A1.7 for additional details

Historical Trends – Section 1

Trends in Collision Rates (Collisions / MvKm) For Provincial Highways and Rural Roads

Figure 1.3



3 Year Summary By Road System

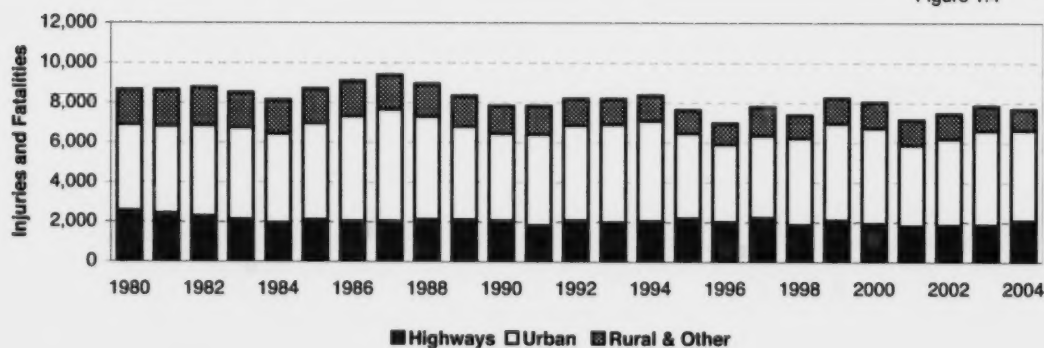
Collisions per Million Vehicle Kms

	2002	2003	2004	% Change
Provincial Highways	0.93	1.23	1.41	14.28
Rural Roads	1.45	2.10	2.24	6.94

See Appendix sections A1.1 to A1.7 for additional details

Trends in Total Victims by Road System

Figure 1.4



3 Year Summary by Road System

Personal Injuries

	2002	2003	2004	% Change
Provincial Highways	1,744	1,759	1,967	11.82
Urban Streets	4,343	4,722	4,551	-3.62
Rural Roads	947	963	808	-16.10
Other Roads	278	241	215	-10.79
Total Roads	7,312	7,685	7,541	-1.87

Fatalities

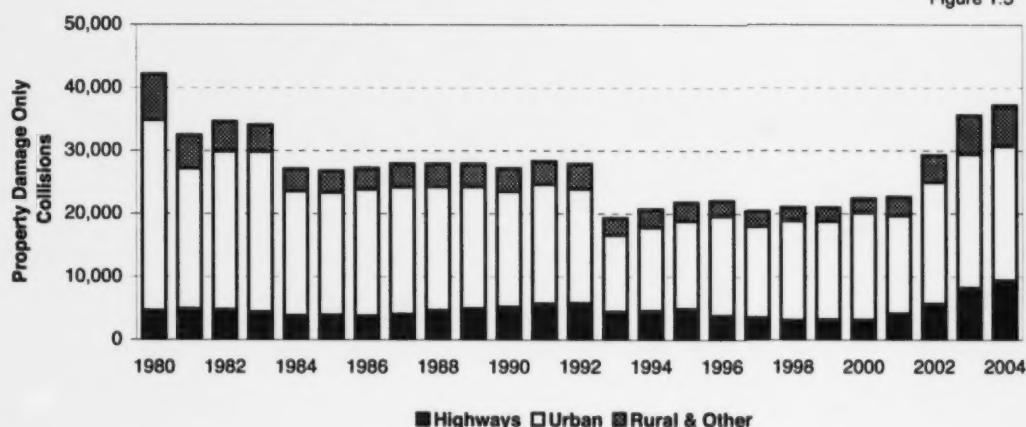
	2002	2003	2004	% Change
Provincial Highways	81	85	82	-3.53
Urban Streets	18	20	17	-15.00
Rural Roads	31	35	24	-31.43
Other Roads	7	8	3	-62.50
Total Roads	137	148	126	-14.86

See Appendix sections A1.1 to A1.7 for additional details

Historical Trends – Section 1

Trends in Property Damage Only Collisions

Figure 1.5



3 Year Summary by Road System

Property Damage Collisions

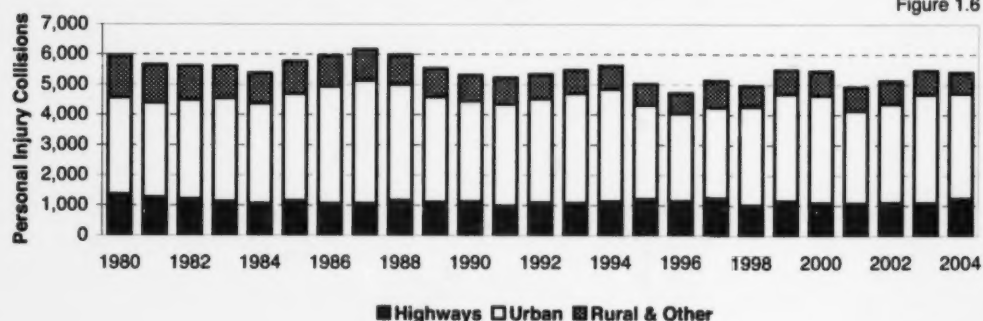
	2002	2003	2004	% Change
Provincial Highways	5,620	8,154	9,326	14.37
Urban Streets	19,341	21,253	21,386	0.63
Rural Roads	2,521	3,909	4,370	11.79
Other Roads	1,759	2,249	2,096	-6.80
Total Roads	* 29,241	35,565	37,178	4.54

See Appendix sections A1.1 to A1.7 for additional details

* Property damage only collisions in 2002 increased due to a change in reporting procedures.

Trends in Personal Injury Collisions

Figure 1.6



3 Year Summary by Road System

Personal Injury Collisions

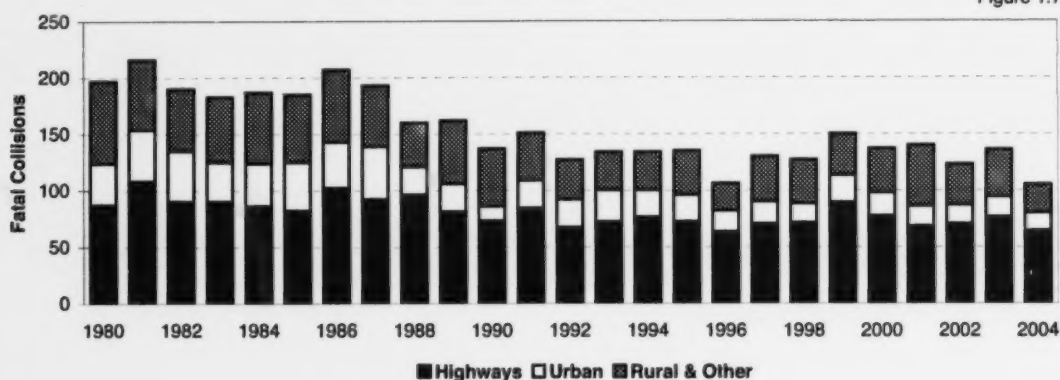
	2002	2003	2004	% Change
Provincial Highways	1,084	1,070	1,222	14.21
Urban Streets	3,279	3,607	3,491	-3.22
Rural Roads	582	628	532	-15.29
Other Roads	172	150	155	3.33
Total Roads	5,117	5,455	5,400	-1.01

See Appendix sections A1.1 to A1.7 for additional details

Historical Trends – Section 1

Trends in Fatal Collisions

Figure 1.7



3 Year Summary by Road System

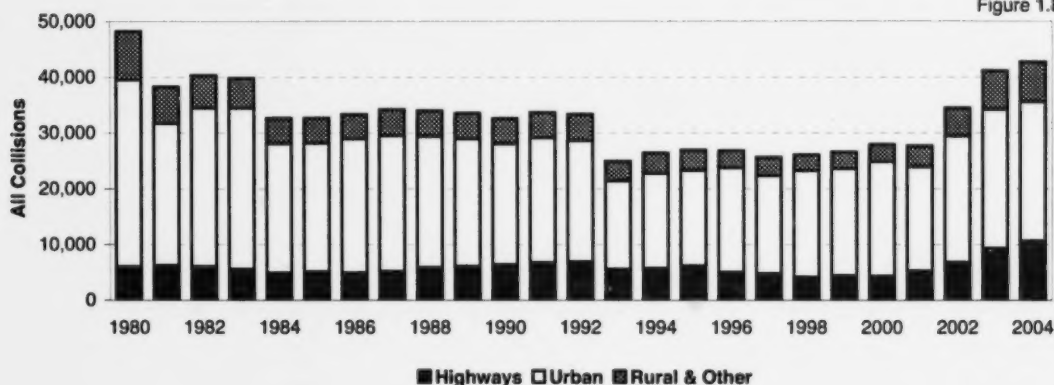
Fatal Collisions

	2002	2003	2004	% Change
Provincial Highways	70	76	64	-15.79
Urban Streets	17	18	16	-11.11
Rural Roads	29	34	22	-35.29
Other Roads	7	8	3	-62.50
Total Roads	123	136	105	-22.79

See Appendix sections A1.1 to A1.7 for additional details

Trends in All Reported Collisions

Figure 1.8



3 Year Summary by Road System

All Collisions

	2002	2003	2004	% Change
Provincial Highways	6,774	9,300	10,612	14.11
Urban Streets	22,637	24,878	24,893	0.06
Rural Roads	3,132	4,571	4,924	7.72
Other Roads	1,938	2,407	2,254	-6.36
Total Roads	34,481	41,156	42,683	3.71

See Appendix sections A1.1 to A1.7 for additional details

* Property damage only collisions in 2002 increased due to a change in reporting procedures.

Historical Trends – Section 1

Property Damage Only Collisions by Month and Year

Figure 1.9

Month	1999	2000	2001	2002*	2003	Average 2001-2003	2004	***% Change
January	2,736	2,552	2,104	2,662	3,515	2,760.3	4,618	67.3
February	1,764	1,695	1,975	1,782	2,922	2,226.3	3,382	51.9
March	1,676	1,208	1,643	2,127	2,608	2,126.0	3,309	55.6
April	1,208	1,324	1,394	1,600	2,650	1,881.3	1,956	4.0
May	1,412	1,398	1,440	1,471	2,250	1,720.3	2,193	27.5
June	1,557	1,664	1,575	1,699	2,524	1,932.7	2,645	36.9
July	1,551	1,653	1,608	1,560	2,522	1,896.7	2,654	39.9
August	1,444	1,441	1,646	2,441	2,498	2,195.0	2,193	-0.1
September	1,571	1,591	1,668	2,468	2,610	2,248.7	2,474	10.0
October	1,714	1,633	2,300	3,525	3,416	3,080.3	3,690	19.8
November	1,942	2,601	2,246	3,680	4,117	3,347.7	3,556	6.2
December	2,363	3,587	3,039	4,226	3,933	3,732.7	4,508	20.8
Totals	20,938	22,347	22,638	29,241	35,565	29,148.0	37,178	27.5

* Property damage only collisions in 2002 increased due to a change in reporting procedures implemented August 2002.

Total Injuries by Month and Year

Figure 1.10

Month	1999	2000	2001	2002*	2003	Average 2001-2003	2004	***% Change
January	719	665	502	525	650	559.0	602	7.7
February	550	513	538	393	516	482.3	729	51.1
March	592	499	498	525	523	515.3	744	44.4
April	583	553	464	446	533	481.0	435	-9.6
May	652	611	531	607	582	573.3	518	-9.7
June	734	739	606	707	737	683.3	605	-11.5
July	669	713	644	600	735	659.7	631	-4.3
August	755	714	681	709	708	699.3	663	-5.2
September	665	722	607	679	653	646.3	637	-1.4
October	754	735	654	694	719	689.0	706	2.5
November	718	635	617	670	624	637.0	624	-2.0
December	644	762	622	757	705	694.7	647	-6.9
Totals	8,035	7,861	6,964	7,312	7,685	7,320.3	7,541	3.0

** % change is a comparison between 2004 and the 2001 - 2003 average.

Historical Trends – Section 1

Total Deaths by Month and Year

Figure 1.11

Month	1999	2000	2001	2002	2003	Average 2000 - 2002	2004	**% Change
January	8	9	6	10	7	7.7	4	-47.8
February	12	10	7	5	7	6.3	4	-36.8
March	16	10	8	5	5	6.0	9	50.0
April	24	12	11	7	12	10.0	10	0.0
May	25	14	12	11	11	11.3	12	5.9
June	15	12	29	8	22	19.7	7	-64.4
July	10	19	14	17	14	15.0	15	0.0
August	12	13	21	15	19	18.3	15	-18.2
September	17	17	18	15	12	15.0	19	26.7
October	24	18	12	19	21	17.3	16	-7.7
November	16	8	21	8	8	12.3	8	-35.1
December	10	9	8	17	10	11.7	7	-40.0
Totals	189	151	167	137	148	150.7	126	-16.4

Total Collisions by Month and Year

Figure 1.12

Month	1999	2000	2001	2002*	2003	Average 2001-2003	2004	**% Change
January	3,269	3,053	2,474	3,033	4,016	3,174.3	5,087	60.3
February	2,186	2,084	2,370	2,065	3,317	2,584.0	3,894	50.7
March	2,101	1,578	2,011	2,501	2,978	2,496.7	3,821	53.0
April	1,599	1,709	1,730	1,948	3,023	2,233.7	2,280	2.1
May	1,876	1,842	1,817	1,885	2,689	2,130.3	2,562	20.3
June	2,029	2,167	2,015	2,184	3,030	2,409.7	3,080	27.8
July	2,003	2,132	2,069	1,988	3,024	2,360.3	3,113	31.9
August	1,945	1,926	2,126	2,925	3,014	2,688.3	2,668	-0.8
September	2,039	2,093	2,106	2,976	3,087	2,723.0	2,964	8.9
October	2,244	2,145	2,766	4,044	3,957	3,589.0	4,203	17.1
November	2,442	3,069	2,717	4,175	4,579	3,823.7	4,008	4.8
December	2,831	4,129	3,488	4,757	4,442	4,229.0	5,003	18.3
Totals	26,564	27,927	27,689	34,481	41,156	34,442.0	42,683	23.9

* Property damage only collisions in 2002 increased due to a change in reporting procedures implemented August 2002.

** % change is a comparison between 2003 and the 2000 - 2002 average.

Time of Occurrence – Section 2

Time of Occurrence

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Time of Occurrence – Section 2

Time of Occurrence

Figures 2.1 to 2.3 show the frequency of 2004 traffic collisions, injuries and deaths as compared to a three-year average. Traffic deaths reflect a significant deviation from the three-year average with five months well below the average. The end result is a decrease of 16.4 per cent in deaths compared to the average. It is not unusual to see more fluctuations in the monthly averages in the smaller numbers, such as deaths, than the larger numbers of total collisions.

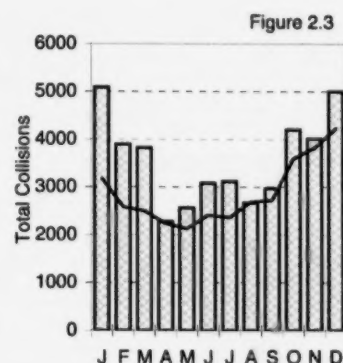
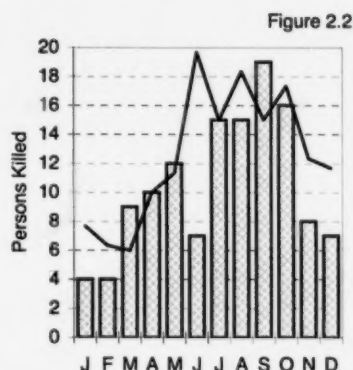
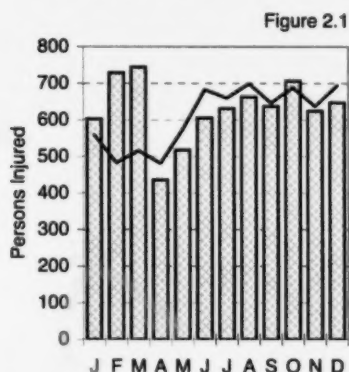
Figure 2.5 shows the number of collisions on public holidays and long weekends throughout the year, as well as other specific periods of interest.

Figures 2.6 and 2.7 show the collision ratio of travel versus collisions on provincial highways. The risk of being involved in a rural collision is highest between the hours of 4 and 6 a.m.

Figure 2.8 shows the number of collisions occurring by day of week and hour of occurrence on all road systems. The highest frequency of traffic collisions during 2004 occurred Friday afternoons between the hours of 3 and 4 p.m.

Time of Occurrence – Section 2

Collisions & Victims by Month of Occurrence



2004 Avg. (2001 - 2003)

Collisions & Victims by Month of Occurrence

Figure 2.4

Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	4,618	466	3	5,087	602	4
February	3,382	508	4	3,894	729	4
March	3,309	504	8	3,821	744	9
April	1,956	315	9	2,280	435	10
May	2,193	359	10	2,562	518	12
June	2,645	428	7	3,080	605	7
July	2,654	451	8	3,113	631	15
August	2,193	461	14	2,668	663	15
September	2,474	475	15	2,964	637	19
October	3,690	499	14	4,203	706	16
November	3,556	445	7	4,008	624	8
December	4,508	489	6	5,003	647	7
Total	37,178	5,400	105	42,683	7,541	126

Collisions During 2004 Holiday Periods

Figure 2.5

Holiday Period	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Imp Driving Awareness Mar 22-28 (Mon - Sun)	628	108	2	738	144	2
Easter, Apr 9 - 12 (Fri - Mon)	221	46	1	268	72	1
Victoria Day, May 21 - 24 (Fri - Mon)	312	38	1	351	63	1
Canada Day, Jul 1 - 4 (Thur - Sun)	371	52	2	425	75	7
Heritage Day, Jul 30 - Aug 2 (Fri - Mon)	362	62	0	424	97	0
Labour Day, Sept 3-6 (Fri - Mon)	292	61	1	354	78	2
Thanksgiving Day, Oct 10 - 13 (Fri - Mon)	370	60	0	430	92	0
Remembrance Day, Nov 11 (Thurs)	82	10	0	92	14	0
Safe Driving Week, Dec 1 - 7 (Wed - Tue)	1122	120	1	1243	169	1
Christmas Holidays, Dec 20 29 (Fri - Sun)	478	58	1	537	84	1
Total	4,238	615	9	4,862	888	15

Time of Occurrence – Section 2

Figure 2.6

**Provincial Highway Collisions and Travel
by Time of Day**

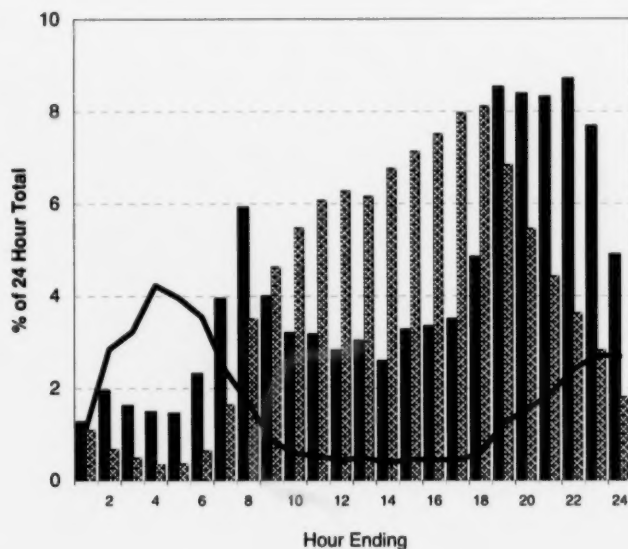
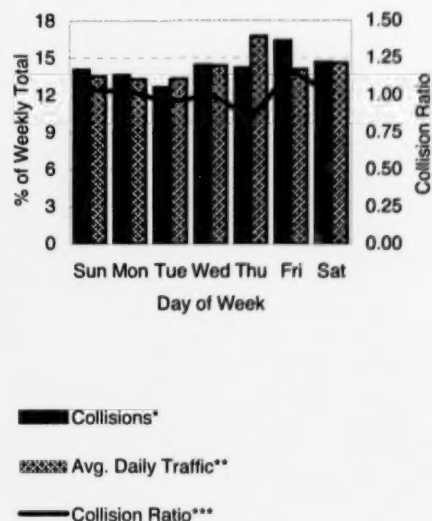


Figure 2.7

**Provincial Highway
Collisions and Travel by
Week Day**



* Collisions on Provincial Highways, ** Traffic On Provincial Highways, *** Per cent Collisions/Per cent Traffic

Collisions on All Roads by Time of Day & Day of Week

Figure 2.8

Collision Hour	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Total	%
12 to 1 a.m.	83	49	45	43	61	62	127	470	1.1
1 to 2 a.m.	166	52	54	51	76	100	179	678	1.6
2 to 3 a.m.	166	53	56	41	75	94	192	677	1.6
3 to 4 a.m.	100	43	46	49	49	76	143	506	1.2
4 to 5 a.m.	89	47	27	43	54	57	79	396	0.9
5 to 6 a.m.	77	67	62	69	57	78	98	508	1.2
6 to 7 a.m.	89	172	127	120	147	129	114	898	2.1
7 to 8 a.m.	97	309	323	314	283	329	127	1,782	4.2
8 to 9 a.m.	107	363	369	399	340	351	151	2,080	4.9
9 to 10 a.m.	154	235	227	249	214	272	189	1,540	3.6
10 to 11 a.m.	213	263	266	249	234	315	245	1,785	4.2
11 a.m. to 12 p.m.	205	272	271	262	265	374	265	1,914	4.5
12 to 1 p.m.	256	380	382	351	344	455	310	2,478	5.8
1 to 2 p.m.	232	336	315	297	303	357	288	2,128	5.0
2 to 3 p.m.	261	335	369	314	301	469	365	2,414	5.7
3 to 4 p.m.	269	441	415	449	445	584	347	2,950	6.9
4 to 5 p.m.	268	436	456	389	478	569	310	2,906	6.8
5 to 6 p.m.	282	393	432	403	490	531	306	2,837	6.6
6 to 7 p.m.	316	324	338	384	439	507	304	2,612	6.1
7 to 8 p.m.	336	296	315	321	414	469	341	2,492	5.8
8 to 9 p.m.	354	277	296	273	335	407	359	2,301	5.4
9 to 10 p.m.	331	254	280	317	334	406	366	2,288	5.4
10 to 11 p.m.	264	243	234	220	273	373	368	1,975	4.6
11 p.m. to 12 a.m.	158	126	182	164	198	284	338	1,450	3.4
Not Stated	80	62	70	82	93	129	102	618	1.4
Total	4,953	5,828	5,957	5,853	6,302	7,777	6,013	42,683	
Per cent	11.6	13.7	14.0	13.7	14.8	18.2	14.1		100.0

Major Contributing Factors – 3

Major Contributing Factors

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Major Contributing Factors – 3

Major Contributing Factors

Contributing factors are those circumstances or factors that have directly contributed to the collision or its severity. TAIS recognizes that a collision usually results from many causal factors. The collision data system accepts up to four contributing factors for each vehicle involved in a collision. Factors can be selected from four categories: human condition, human action, vehicle condition or driving environment.

In traffic collisions reported by police agencies the causal factors are assigned by the investigating officer. Incidents reported through SGI's Dial-a-Claim are assigned causal factors only if they are clearly identified in the driver's statements. The causal factors in property damage only collisions are therefore much more subjective in nature and not directly comparable to previous years and casualty collisions.

This section summarizes all contributing factors that were reported. In 2004, a total of 52,909 factors contributed to 42,683 collisions. The numbers in these figures represent the number of collisions in which a contributing factor was present and not the total number of occurrences of that factor. For example, driver inattention was recorded in 7,602 collisions (Fig 3.2), however there were 7,960 occurrences of driver inattention (Fig 5.9).

Driver inattention and driver distraction account for 16.7 per cent of all factors reported. SGI is aware of this fact and is working with a number of organizations to develop education and awareness programs to address this problem.

Figure 3.1 shows that human condition is a more prevalent factor in fatal collisions (43.3%) than in all collisions (22.9%). Human condition and human action account for 48.8 per cent of all factors in collisions, as compared to 82.6 per cent of factors in fatal crashes.

Figures 3.6 and 3.10 summarize the factors by road system. Seventy per cent of urban collisions are attributed to human factors, while environmental conditions are more prevalent in rural collisions (73%).

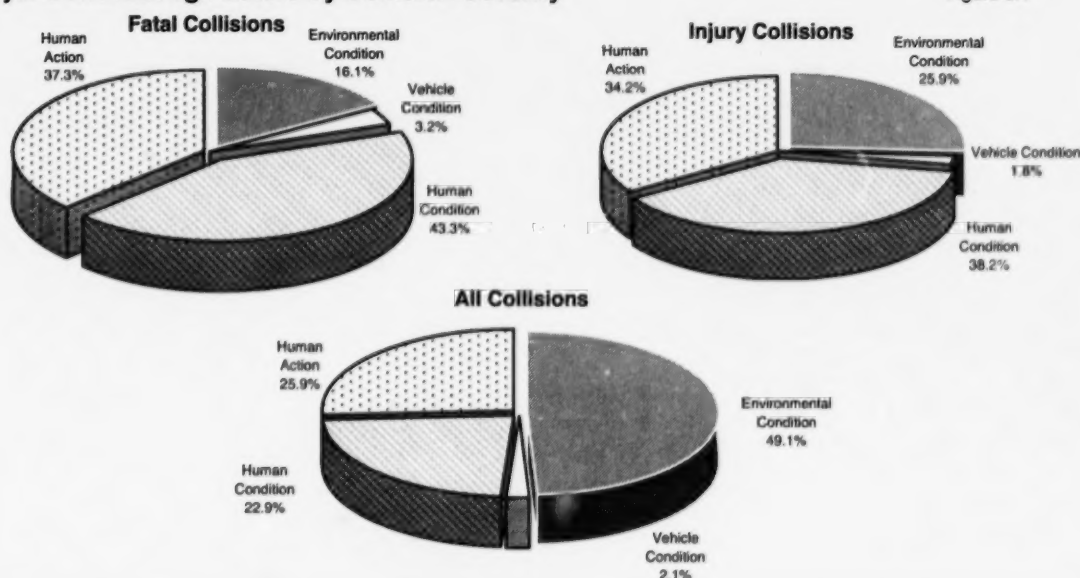
Top 10 Contributory Factors in Fatal Collisions During 2004

	Urban Streets	Prov. Highways	Rural Roads	Other	Total	% of Total
Alcohol Involvement	7	19	17	2	45	17.9
Driver Inattention/Distracted	3	21	4	3	31	12.3
Driving Too Fast For Conditions	0	16	5	1	22	8.7
Road Conditions	0	17	1	1	19	7.5
Exceeding the Speed Limit	5	8	4	1	18	7.1
Fail to Yield/Traffic Control Disregarded	6	8	2	0	16	6.3
Pedestrian Action Contributed	1	8	1	0	10	4.0
Other Human Action	2	6	2	0	10	4.0
Weather Conditions	0	8	1	0	9	3.6
Driver Inexperience/Confusion	1	6	1	0	8	3.2

Major Contributing Factors – 3

Major Contributing Factors by Collision Severity

Figure 3.1



Collisions by Severity Where Human Condition Was a Major Contributing Factor

Figure 3.2

Human Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Driver Inattention	5,562	2,016	24	7,602	14.4
Driver Distraction	895	298	5	1,198	2.3
Had Been Drinking	300	198	9	507	1.0
Driving While Impaired	346	267	31	644	1.2
Extreme Fatigue	42	29	1	72	0.1
Fell Asleep	127	93	5	225	0.4
Driver Inexperience/Confusion	818	429	8	1,255	2.4
Lost Consciousness/Sudden Illness	25	46	2	73	0.1
Physical/Medical Disability	41	38	0	79	0.1
Drugs (Prescription or Illegal)	27	26	4	57	0.1
Defective Eyesight/Hearing	20	10	0	30	0.1
Other Human Conditions	243	120	5	368	0.7
Total	8,446	3,570	94	12,110	22.9

Collisions by Severity Where Human Action Was a Major Contributing Factor

Figure 3.3

Human Action	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Fail to Yield	2,413	872	9	3,294	6.2
Traffic Control Device Disregarded	926	358	7	1,291	2.4
Following too Closely	735	326	0	1,061	2.0
Driving too Fast for Conditions	1,129	563	18	1,710	3.2
Exceeding Speed Limit	196	141	18	355	0.7
Turning Improperly	386	126	0	512	1.0
Passing or Improper Lane Usage	669	102	3	774	1.5
Backing Unsafely	1,350	32	0	1,382	2.6
Fail to Signal	25	8	0	33	0.1
Driving Wrong Way in One Way Traffic	11	9	2	22	0.0
Taking Evasive Action	1,450	264	7	1,721	3.3
Careless Driving/Stunting	512	213	7	732	1.4
Pedestrian Action Contributed	3	2	0	5	0.0
Other Human Action	617	184	10	811	1.5
Total	10,422	3,200	81	13,703	25.9

Major Contributing Factors – 3

Collisions by Severity Where Vehicle Condition Was a Major Contributing Factor

Figure 3.4

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Defective Brakes	84	30	0	114	0.2
Defective Lights	11	6	1	18	0.0
Defective Exhaust System	0	0	0	0	0.0
Load Shifted/Spilled	105	17	2	124	0.2
Vehicle Overloaded/Improperly Loaded	64	2	0	66	0.1
Defective Steering	29	6	0	35	0.1
Defective Suspension/Wheel Failure	69	10	1	80	0.2
Defective Tires/Tire Blowout	137	27	1	165	0.3
Defective Engine/Power Train/Wiring	59	4	0	63	0.1
Jackknife/Trailer Swing	109	12	0	121	0.2
View from Vehicle Obstructed	67	15	0	82	0.2
Other Vehicle Condition/Defective	185	24	0	209	0.4
Lights Not On	12	13	2	27	0.1
Total	931	166	7	1,104	2.1

Collisions by Severity Where Environmental Condition Was a Major Contributing Factor

Figure 3.5

Environmental Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Animal Action (Wild)	10,442	252	0	10,694	20.2
Animal Action (Domestic)	317	30	0	347	0.7
Road Condition (Surface or Structure)	7,515	1,029	13	8,557	16.2
Loose Gravel	360	142	4	506	1.0
Snow Drift	458	102	0	560	1.1
Obstruction/Debris on Road	362	20	0	382	0.7
View Obstructed/Limited	661	139	3	803	1.5
Sun Glare	175	59	1	235	0.4
Construction Zone	133	24	1	158	0.3
Soft or Defective Shoulders	48	27	1	76	0.1
Lane Marking Inadequate	5	1	0	6	0.0
Traffic Control Device Not Working	28	5	0	33	0.1
Weather Conditions	1,201	388	9	1,598	3.0
Uninvolved Vehicle	1,239	122	2	1,363	2.6
Uninvolved Pedestrian	168	38	0	206	0.4
Other Environmental Condition	424	43	1	468	0.9
Total	23,536	2,421	35	25,992	49.1

Major Contributing Factors – 3

Collisions by Road System Where Human Condition Was a Major Contributing Factor

Figure 3.6

Human Condition	Urban Streets	Provincial Highways	Rural Roads	Other	% of Total Factors	
					Total	
Driver Inattention	6,601	617	270	114	7,602	14.4
Driver Distraction	977	136	64	21	1,198	2.3
Had Been Drinking	304	89	80	34	507	1.0
Driving While Impaired	458	98	55	33	644	1.2
Extreme Fatigue	20	41	6	5	72	0.1
Fell Asleep	35	167	18	5	225	0.4
Driver Inexperience/Confusion	648	285	266	56	1,255	2.4
Lost Consciousness/Sudden Illness	50	18	3	2	73	0.1
Physical/Medical Disability	55	19	4	1	79	0.1
Drugs (Prescription or Illegal)	37	11	5	4	57	0.1
Defective Eyesight/Hearing	21	7	1	1	30	0.1
Other Human Conditions	281	48	25	14	368	0.7
Total	9,487	1,536	797	290	12,110	22.9

Collisions by Road System Where Human Action Was a Major Contributing Factor

Figure 3.7

Human Action	Urban Streets	Provincial Highways	Rural Roads	Other	% of Total Factors	
					Total	
Fail to Yield	3,062	152	67	13	3,294	6.2
Traffic Control Device Disregarded	1,201	69	18	3	1,291	2.4
Following too Closely	985	58	13	5	1,061	2.0
Driving too Fast for Conditions	1,035	378	235	62	1,710	3.2
Exceeding Speed Limit	264	56	24	11	355	0.7
Turning Improperly	462	38	8	4	512	1.0
Passing or Improper Lane Usage	656	98	13	7	774	1.5
Backing Unsafely	1,317	17	23	25	1,382	2.6
Fail to Signal	19	9	3	2	33	0.1
Driving Wrong Way in One Way Traffic	20	2	0	0	22	0.0
Taking Evasive Action	845	459	302	115	1,721	3.3
Careless Driving/Stunting	561	88	54	29	732	1.4
Pedestrian Action Contributed	5	0	0	0	5	0.0
Other Human Action	627	95	50	39	811	1.5
Total	11,059	1,519	810	315	13,703	25.9

Collisions by Road System Where Vehicle Condition Was a Major Contributing Factor

Figure 3.8

Vehicle Condition	Urban Streets	Provincial Highways	Rural Roads	Other	% of Total Factors	
					Total	
Defective Brakes	88	8	13	5	114	0.2
Defective Lights	7	6	3	2	18	0.0
Defective Exhaust System	0	0	0	0	0	0.0
Load Shifted/Spilled	27	63	22	12	124	0.2
Vehicle Overloaded/Improperly Loaded	24	32	8	2	66	0.1
Defective Steering	22	8	4	1	35	0.1
Defective Suspension/Wheel Failure	18	41	15	6	80	0.2
Defective Tires/Tire Blowout	40	75	36	14	165	0.3
Defective Engine/Power Train/Wiring	48	7	6	2	63	0.1
Jackknife/Trailer Swing	16	69	27	9	121	0.2
View from Vehicle Obstructed	71	7	3	1	82	0.2
Other Vehicle Condition/Defective	105	63	26	15	209	0.4
Lights Not On	9	8	9	1	27	0.1
Total	475	387	172	70	1,104	2.1

Major Contributing Factors – 3

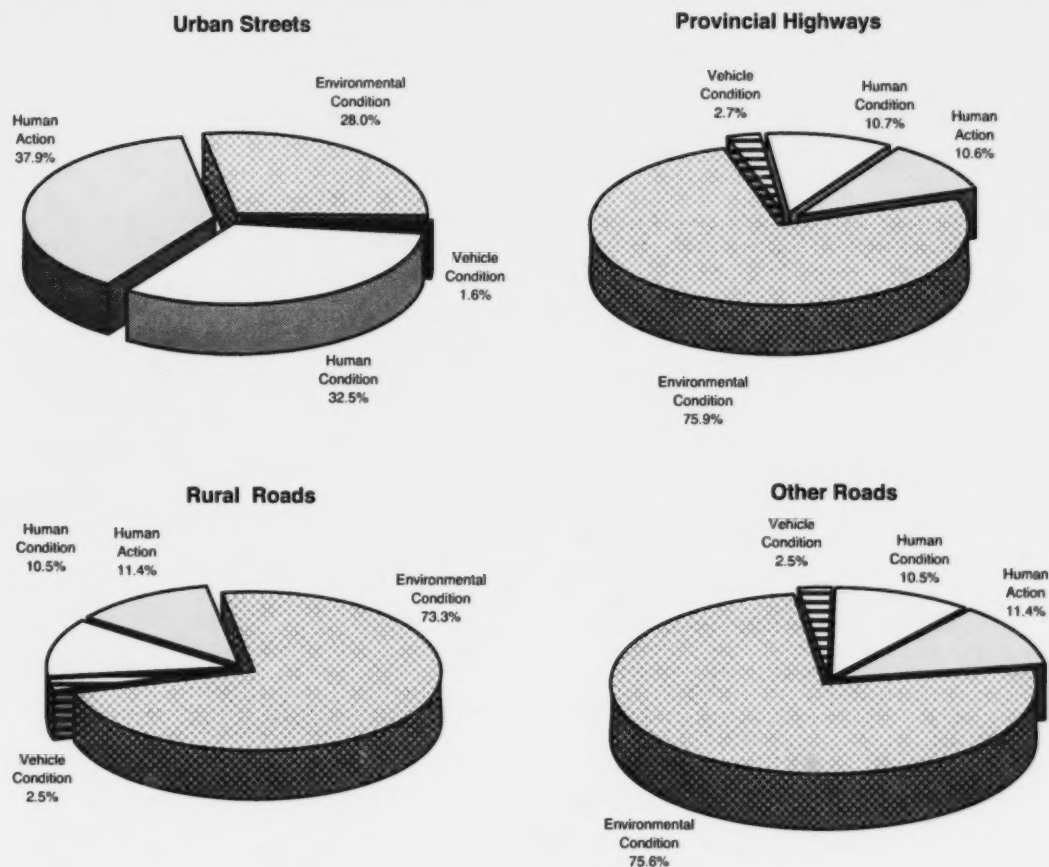
Collisions by Road System Where Environmental Condition Was a Major Contributing Factor

Figure 3.9

Environmental Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Animal Action (Wild)	139	6,593	2,770	1,192	10,694	20.2
Animal Action (Domestic)	76	117	93	61	347	0.7
Road Condition (Surface or Structure)	5,341	1,887	943	386	8,557	16.2
Loose Gravel	84	75	278	69	506	1.0
Snow Drift	118	223	172	47	560	1.1
Obstruction/Debris on Road	120	173	48	41	382	0.7
View Obstructed/Limited	388	256	91	68	803	1.5
Sun Glare	177	35	19	4	235	0.4
Construction Zone	91	47	10	10	158	0.3
Soft or Defective Shoulders	4	30	32	10	76	0.1
Lane Marking Inadequate	4	1	1	0	6	0.0
Traffic Control Device Not Working	12	4	10	7	33	0.1
Weather Conditions	533	792	207	66	1,598	3.0
Uninvolved Vehicle	794	439	65	65	1,363	2.6
Uninvolved Pedestrian	197	3	1	5	206	0.4
Other Environmental Condition	98	182	133	55	468	0.9
Total	8,176	10,857	4,873	2,086	25,992	49.1

Major Contributing Factors in Collisions by Road System

Figure 3.10



Environmental Factors – Section 4

Environmental Factors

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Environmental Factors – Section 4

Environmental Factors

The driving environment consists of road, light and weather conditions, as well as events leading up to and during a collision. It is important to understand all of these factors to properly design effective countermeasures for reducing collisions.

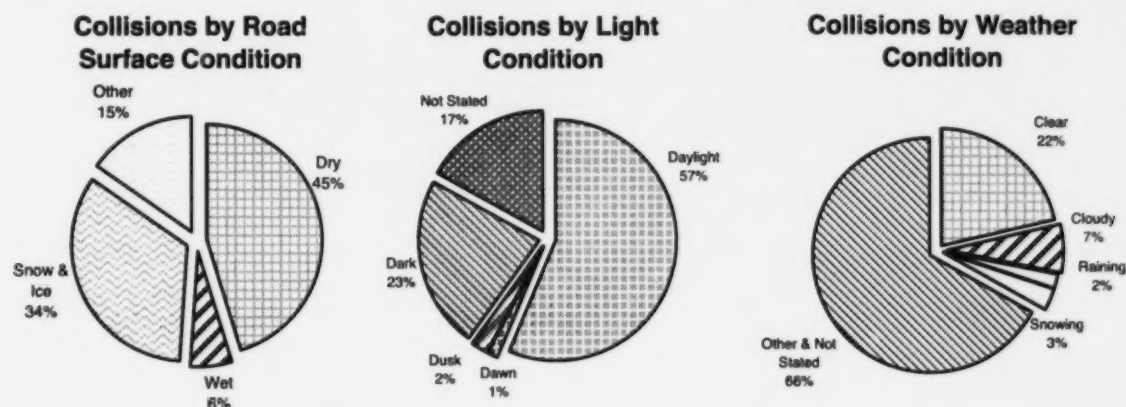
This section provides a breakdown of collisions for each of the different driving environments by severity and road system.

Figures 4.1 to 4.3 and Figure 4.8 show that most collisions occur under near ideal conditions, such as a dry surface (45.2%), clear weather (21.5%), daylight (56.5%) and on a straight/level stretch of road (32.1%). These numbers are higher than actually reported due to the fact that in many cases a condition is reported only if it was a factor in the collision. This is evident by the 63.7 per cent of collisions where a weather condition is "not stated."

Figures 4.6 and 4.7 provide a breakdown of collisions that involve single and multiple vehicles. Single vehicle collisions account for 91.5 per cent of the collisions on rural roads, 86.9 per cent on provincial highways and 16.5 per cent on urban streets.

Figures 4.9 and 4.10 describe some of the events that occur in collisions, such as hitting a fixed or moveable object, overturning and jackknifing.

Environmental Factors – Section 4



Collisions by Road Surface Condition and Severity

Figure 4.1

Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	16,536	2,699	76	19,311	45.2
Wet	2,023	503	2	2,528	5.9
Loose Snow	496	190	4	690	1.6
Packed Snow/Ice	12,297	1,368	10	13,675	32.0
Loose Gravel or Sand	1,939	315	9	2,263	5.3
Muddy	143	30	2	175	0.4
Slush	203	86	1	290	0.7
Fresh Oil	1	0	0	1	0.0
Not Stated	3,540	209	1	3,750	8.8
Total	37,178	5,400	105	42,683	100.0

Collisions by Light Condition and Severity

Figure 4.2

Natural/Artificial Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Daylight	20,428	3,625	56	24,109	56.5
Dawn	423	93	3	519	1.2
Dusk	697	231	3	931	2.2
Dark/No Lighting*	5,947	525	28	6,500	15.2
Dark/Lighting On*	2,672	686	10	3,368	7.9
Not Stated	7,011	240	5	7,256	17.0
Total	37,178	5,400	105	42,683	100.0

* Artificial lighting refers to street lighting.

Collisions by Weather Condition and Severity

Figure 4.3

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear	5,966	3,151	69	9,186	21.5
Cloudy	1,827	945	20	2,792	6.5
Raining	592	239	1	832	1.9
Snowing	973	337	8	1,318	3.1
Sleet/Hail/Freezing Rain	188	85	0	273	0.6
Fog/Smoke/Smog	303	64	3	370	0.9
Drifting Snow/Dust	414	137	1	552	1.3
Strong Winds	129	55	1	185	0.4
Not Stated	26,786	387	2	27,175	63.7
Total	37,178	5,400	105	42,683	100.0

Environmental Factors – Section 4

Intersection Related Collisions by Severity

Figure 4.4

Type of Intersection	Property Damage Only	Personal Injury	Fatal	Total
Street/Street	10,006	2,366	7	12,379
Street/Highway	142	71	4	217
Street/Grid-Municipal Road	71	18	0	89
Street/Private Approach, Driveway	2,341	194	0	2,535
Street/Alley, Other Road	333	25	0	358
Lane Alley/Lane Alley	243	23	1	267
Lane Alley/Private Approach, Driveway	233	1	0	234
Highway/Highway	127	66	5	198
Highway/Grid-Municipal Road	177	88	6	271
Highway/Private Approach, Driveway	76	24	0	100
Highway/Other Road	20	0	0	20
Grid-Municipal Road/Grid-Municipal Road	235	79	3	317
Grid-Municipal Road/Private Approach, Driveway	84	17	0	101
Grid-Municipal Road/Other Road	60	9	0	69
Other Road/Private Approach, Driveway	62	12	0	74
Total Intersection Related	14,210	2,993	26	17,229

Non Intersection Related Collisions by Severity

Figure 4.5

Collision Site	Property Damage Only	Personal Injury	Fatal	Total
Non intersection (Urban)	6,655	702	5	7,362
Non intersection (Highway)	8,685	954	48	9,687
Non intersection (Rural)	3,992	417	18	4,427
Non intersection (Other Road)	1,818	119	3	1,940
Railroad level crossing (Urban)	54	14	0	68
Railroad level crossing (Highway)	39	9	1	49
Railroad level crossing (Rural)	13	4	0	17
Railroad level crossing (Other Road)	1	1	0	2
Bridge or Overpass (Urban)	254	36	0	290
Bridge or Overpass (Highway)	75	14	2	91
Bridge or Overpass (Rural)	7	2	1	10
Bridge or Overpass (Other Road)	8	2	0	10
Tunnel or Underpass (Urban)	64	10	0	74
Tunnel or Underpass (Highway)	8	4	0	12
Tunnel or Underpass (Rural)	0	0	0	0
Tunnel or Underpass (Other Road)	0	0	0	0
Passing Lane/Climbing Lane (Urban)	11	4	0	15
Passing Lane/Climbing Lane (Highway)	4	3	0	7
Passing Lane/Climbing Lane (Rural)	0	0	0	0
Passing Lane/Climbing Lane (Other Road)	5	0	0	5
Ramp (Urban)	178	46	0	224
Ramp (Highway)	10	0	0	10
Ramp (Rural Road)	1	0	0	1
Ramp (Other Road)	1	0	0	1
Off Roadway (Urban)	10	4	1	15
Off Roadway (Highway)	9	1	0	10
Off Roadway (Rural)	7	3	0	10
Off Roadway (Other Road)	6	0	0	6
Other/Not Stated (Urban)	882	29	0	911
Other/Not Stated (Highway)	37	12	0	49
Other/Not Stated (Rural)	22	6	0	28
Other/Not Stated (Other Road)	112	11	0	123
Total Non Intersection Related	22,968	2,407	79	25,454
Totals	37,178	5,400	105	42,683

Environmental Factors – Section 4

Collisions by Configuration and Severity

Figure 4.6

Collision Configuration *	Property Damage	Personal Injury	Fatal	Total	% of Total
1 Object on Roadway	13,562	673	19	14,254	33.4
2 Lost Control Left Ditch	1,132	380	11	1,523	3.6
3 Lost Control Right to Left	290	196	11	497	1.2
4 Lost Control Right Ditch	2,646	712	23	3,381	7.9
Single Vehicle Total	17,630	1,961	64	19,655	46.0
5 Rear End	5,846	1,408	8	7,262	17.0
6 Side Swipe Same Direction	2,630	163	1	2,794	6.5
7 Side Swipe Opposite Direction	482	88	0	570	1.3
8 Head On	136	92	15	243	0.6
9 Right Angle	3,866	788	15	4,669	10.9
10 Right Turn Same Direction	292	53	0	345	0.8
11 Left Turn/Straight	681	196	2	879	2.1
12 Left Turn/Straight - Same Direction	264	36	0	300	0.7
13 Left Turn/Straight - Opposite Direction	1,195	337	0	1,532	3.6
14 Left Turn Passing	264	45	0	309	0.7
15 Right Turn Passing	256	20	0	276	0.6
Multiple Vehicle Total	15,912	3,226	41	19,179	44.9
16 Other Single or Multiple Vehicle	3,636	213	0	3,849	9.0
Total	37,178	5,400	105	42,683	100.0

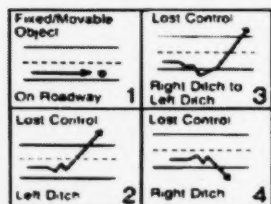
Collisions by Configuration and Road System

Figure 4.7

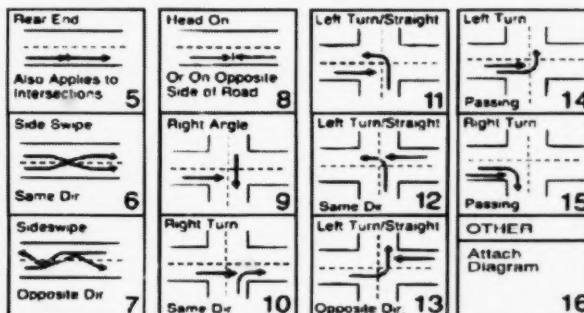
Collision Configuration *	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total
1 Object on Roadway	2,799	7,020	3,047	1,388	14,254	33.4
2 Lost Control Left Ditch	353	687	377	106	1,523	3.6
3 Lost Control Right to Left	94	247	128	28	497	1.2
4 Lost Control Right Ditch	865	1,265	952	299	3,381	7.9
Single Vehicle Total	4,111	9,219	4,504	1,821	19,655	46.0
5 Rear End	6,753	360	79	70	7,262	17.0
6 Side Swipe Same Direction	2,590	169	15	20	2,794	6.5
7 Side Swipe Opposite Direction	418	93	33	26	570	1.3
8 Head On	158	58	13	14	243	0.6
9 Right Angle	4,394	160	84	31	4,669	10.9
10 Right Turn Same Direction	337	4	2	2	345	0.8
11 Left Turn/Straight	828	37	8	6	879	2.1
12 Left Turn/Straight - Same Direction	281	11	7	1	300	0.7
13 Left Turn/Straight - Opposite Direction	1,504	26	0	2	1,532	3.6
14 Left Turn Passing	216	74	12	7	309	0.7
15 Right Turn Passing	256	19	1	0	276	0.6
Multiple Vehicle Total	17,735	1,011	254	179	19,179	44.9
16 Other - Single or Multiple Vehicle	3,047	383	166	253	3,849	9.0
Total	24,893	10,613	4,924	2,253	42,683	100.0

*Collision Configurations

SINGLE VEHICLE



MULTI VEHICLE



Environmental Factors – Section 4

Vehicles in Collisions by Roadway Alignment and Severity

Figure 4.8

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight/Level or Near Level	13,799	7,370	130	21,299	32.1
Straight/Steep Incline or Decline	326	119	1	446	0.7
Straight/Top of Hill (Crest)	307	99	1	407	0.6
Straight/Bottom of Hill (Sag)	169	77	3	249	0.4
Curved/Level or Near Level	1,094	444	17	1,555	2.3
Curved/Steep Incline or Decline	106	64	3	173	0.3
Curved/Top of Hill (Crest)	64	28	2	94	0.1
Curved/Bottom of Hill (Sag)	45	24	3	72	0.1
Dead End/Level or Near Level	123	8	0	131	0.2
Dead End/Steep Incline or Decline	3	3	0	6	0.0
Dead End/Top of Hill (Crest)	8	0	0	8	0.0
Dead End/Bottom of Hill (Sag)	3	2	0	5	0.0
Not Stated	40,995	1,010	2	42,007	63.2
Total	57,042	9,248	162	66,452	100.0

Sequence of Events by Severity

Figure 4.9

	Property Damage	Personal Injury	Fatal	Total	%
Fixed Objects					
Approach	134	62	1	197	0.3
Traffic Barricade	46	11	0	57	0.1
Building/Wall	135	31	0	166	0.3
Bridge Structure	98	26	3	127	0.2
Crash Cushions/Impact Attenuator	16	10	0	26	0.0
Culvert	55	18	0	73	0.1
Curbing	997	135	1	1,133	1.9
Delineator Post	18	3	0	21	0.0
Ditch Bottom/Back Slope	1,863	663	16	2,542	4.3
Debris on Road	238	7	0	245	0.4
Fence	551	54	1	606	1.0
Fire Hydrant, Parking Meter, Utility Box	113	13	0	126	0.2
Gravel Pile	16	5	0	21	0.0
Guard Rail	236	38	0	274	0.5
Lamp Support (Traffic Signal, Street Light)	444	99	0	543	0.9
Raised Median/Barrier	267	48	0	315	0.5
Power/Telephone Pole	276	56	1	333	0.6
Rock Face/Rocks on Road	214	14	0	228	0.4
Sign Post	398	43	2	443	0.7
Snow Bank/Drift	799	113	0	912	1.5
Tree/Bush	662	135	1	798	1.3
Other Fixed Object	613	40	2	655	1.1
Subtotal Fixed Objects	8,189	1,624	28	9,841	16.5
Movable Objects					
Another Road Vehicle	18,636	3,348	41	22,025	36.9
Animal	10,376	232	0	10,608	17.8
Pedestrian	2	257	14	273	0.5
Railroad Train	9	9	1	19	0.0
Other Movable Object	451	16	2	469	0.8
Subtotal Movable Objects	29,474	3,862	58	33,394	56.0
Non-Collision Events					
Ran Off Road	3,349	1,072	51	4,472	7.5
Overturned	1,508	1,042	51	2,601	4.4
Fire/Explosion	17	10	4	31	0.1
Submersion	32	8	2	42	0.1
Skidding/Sliding/Spinning	7,228	1,168	39	8,435	14.1
Load Spill	65	18	2	85	0.1
Jackknife/Trailer Swing	196	30	0	226	0.4
Other Non-Collision Events	482	43	3	528	0.9
Subtotal Non-Collision Events	12,877	3,391	152	16,420	27.5
Grand Total	50,540	8,877	238	59,655	100.0

Environmental Factors – Section 4

Sequence of Events by Road System

Figure 4.10

Fixed Objects	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Approach	23	97	56	21	197	0.3
Traffic Barricade	54	0	3	0	57	0.1
Building/Wall	161	3	0	2	166	0.3
Bridge Structure	78	33	13	3	127	0.2
Crash Cushions/Impact Attenuator	12	14	0	0	26	0.0
Culvert	19	30	14	10	73	0.1
Curbing	1,124	8	1	0	1,133	1.9
Delineator Post	16	4	0	1	21	0.0
Ditch Bottom/Back Slope	193	1,211	932	206	2,542	4.3
Debris on Road	65	123	33	24	245	0.4
Fence	304	107	136	59	606	1.0
Fire Hydrant, Parking Meter, Utility Box	117	4	1	4	126	0.2
Gravel Pile	4	9	4	4	21	0.0
Guard Rail	218	49	4	3	274	0.5
Lamp Support (Traffic Signal, Street Light)	494	39	1	9	543	0.9
Raised Median/Barrier	306	9	0	0	315	0.5
Power/Telephone Pole	273	33	17	10	333	0.6
Rock Face/Rocks on Road	29	55	96	48	228	0.4
Sign Post	300	99	26	18	443	0.7
Snow Bank/Drift	369	258	215	70	912	1.5
Tree/Bush	417	103	174	104	798	1.3
Other Fixed Objects	433	102	75	45	655	1.1
Subtotal - Fixed Objects	5,009	2,390	1,801	641	9,841	16.5
Movable Objects						
Another Road Vehicle	20,324	1,084	291	326	22,025	36.9
Animal	159	6,566	2,694	1,189	10,608	17.8
Pedestrian	239	14	6	14	273	0.5
Railroad Train	1	11	6	1	19	0.0
Other Movable Objects	171	206	51	41	469	0.8
Subtotal - Movable Objects	20,894	7,881	3,048	1,571	33,394	56.0
Non-Collision Events						
Ran Off Road	969	1,964	1,126	413	4,472	7.5
Overtaken	208	1,341	893	159	2,601	4.4
Fire/Explosion	5	16	8	2	31	0.1
Submersion	2	21	12	7	42	0.1
Skidding/Sliding/Spinning	4,970	1,840	1,221	404	8,435	14.1
Load Spill	21	46	13	5	85	0.1
Jackknife/Trailer Swing	24	131	54	17	226	0.4
Other Non-Collision Events	176	253	64	35	528	0.9
Subtotal - Non-Collision Events	6,375	5,612	3,391	1,042	16,420	27.5
Grand Total	32,278	15,883	8,240	3,254	59,655	100.0

Vehicles in Collisions by Road Characteristics and Severity

Figure 4.11

Road Characteristics	Property Damage	Personal Injury	Fatal	Total	%
Undivided One Way	784	518	2	1,304	2.0
Undivided Two Way	9,071	4,315	117	13,503	20.3
Divided Raised Median	2,733	1,845	5	4,583	6.9
Divided Depressed/Painted Median	2,179	1,424	32	3,635	5.5
Other	573	231	4	808	1.2
Not Stated	41,702	915	2	42,619	64.1
Grand Total	57,042	9,248	162	66,452	100.0

TAIS records up to three events in order of sequence for each vehicle involved in a collision.

Figures 4.9 and 4.10 summarize the 57,243 events that were recorded in 41,150 collisions. It should also be noted that these figures represent the number of collisions in which an event occurred, not the total number of occurrences of that event.



Driver Factors

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Driver Factors – Section 5

Driver Factors

Driver factors captured for collisions include age and gender of the driver, traffic charges laid, human action contributing to the collision and driver's licence class. The information gathered for drivers shows several indicators that help predict an individual's likelihood of causing a collision. These indicators are used in programs directed at identifying those more likely to cause collisions, and working to address the behaviours which increase their collision risk.

Driver Improvement Program

SGL's Driver Improvement Program monitors the driving records of all Saskatchewan drivers and intervenes when an individual's record warrants it. The purpose of the program is to encourage drivers that are incurring convictions or are involved in at-fault collisions to develop and maintain safe driving habits. SGI uses a demerit system for tracking driver performance.

SGL sends warning letters advising drivers of their deteriorating driving records. Drivers who, in spite of a warning, incur additional convictions or at-fault accidents, are required to attend a Traffic Safety Workshop or an interview with an SGI driver examiner. Further convictions or at-fault accidents may result in the driver being required to take a road test, a defensive driving course or Driver Improvement Training. Subsequent convictions or at-fault accidents may result in licence restrictions or suspensions.

Graduated Driver's Licensing Program

The Graduated Driver's Licensing Program is designed to improve road safety by exposing new drivers to incremental levels of risk as they gain more experience in the driving environment.

There are three stages in the program – Learner, Novice 1 and Novice 2. As drivers pass through the stages, they see fewer restrictions. Novice 2 stage drivers must drive 12 months without an at-fault collision, traffic conviction or suspension to graduate to an experienced driver.

New drivers that receive traffic convictions or are found at fault for a collision will be subjected at an earlier stage than experienced drivers, to a driver improvement program. After each incident, drivers will be required to attend education sessions such as a Traffic Safety Workshop or Education Session, Defensive Driving, or Driver Improvement Training. Further incidents will result in a driver's licence suspension.

Saskatchewan has a zero alcohol tolerance level for new drivers.

Driver Factors – Section 5

Licensed Drivers and Drivers in Collisions by Driver Age

Figure 5.1

Age	Licensed Drivers			Drivers in 2004 Collisions								Rates	
	Male	Female	Total	Male	Female	Not Stated	Total	Property Damage	Personal Injury	Fatal	Total	Collision *Rates	Relative **Risk
<16	4,223	4,188	8,411	110	68	0	178	127	49	2	178	21.16	0.23
16	6,138	5,949	12,087	1,282	974	6	2,262	1,861	398	3	2,262	187.14	2.06
17	6,340	6,101	12,441	1,274	884	1	2,159	1,826	330	3	2,159	173.54	1.91
18	6,578	6,228	12,806	1,387	822	2	2,211	1,842	369	0	2,211	172.65	1.90
19	6,716	6,344	13,060	1,413	805	5	2,223	1,858	363	2	2,223	170.21	1.87
20	6,471	6,278	12,749	1,235	714	1	1,950	1,632	314	4	1,950	152.95	1.68
21	6,413	6,340	12,753	1,098	634	1	1,733	1,436	292	5	1,733	135.89	1.49
22	6,267	6,166	12,433	1,018	568	3	1,589	1,359	227	3	1,589	127.81	1.41
23	6,089	5,849	11,938	946	528	6	1,480	1,264	212	4	1,480	123.97	1.36
24	5,965	5,464	11,429	834	477	3	1,314	1,098	210	6	1,314	114.97	1.26
25	5,639	5,455	11,094	758	448	3	1,209	1,012	193	4	1,209	108.98	1.20
26	5,260	5,246	10,506	693	409	4	1,106	933	173	0	1,106	105.27	1.16
27	5,325	5,285	10,610	691	461	3	1,155	971	181	3	1,155	108.86	1.20
28	5,134	5,094	10,228	641	422	1	1,064	895	167	2	1,064	104.03	1.14
29	5,129	5,046	10,175	622	383	1	1,006	832	172	2	1,006	98.87	1.09
30	5,046	5,000	10,046	584	364	1	949	791	155	3	949	94.47	1.04
31	4,839	4,906	9,745	614	367	2	983	805	176	2	983	100.87	1.11
32	5,033	4,958	9,991	598	317	1	916	783	130	3	916	91.68	1.01
33	4,920	5,090	10,010	556	350	3	909	765	144	0	909	90.81	1.00
34	4,961	5,024	9,985	535	335	1	871	729	136	6	871	87.23	0.96
35	5,001	5,095	10,096	558	345	2	905	746	156	3	905	89.64	0.99
36	5,159	5,147	10,306	570	314	3	887	740	142	5	887	86.07	0.95
37	5,112	5,102	10,214	558	335	2	895	745	145	5	895	87.62	0.96
38	5,434	5,476	10,910	563	358	0	921	761	155	5	921	84.42	0.93
39	5,889	5,981	11,870	646	420	2	1,068	913	155	0	1,068	89.97	0.99
40	6,314	6,563	12,877	690	447	2	1,139	969	165	5	1,139	88.45	0.97
41	6,838	6,911	13,749	664	448	3	1,115	949	164	2	1,115	81.10	0.89
42	6,863	7,001	13,864	634	448	3	1,085	944	139	2	1,085	78.26	0.86
43	7,138	7,000	14,138	710	450	3	1,163	996	161	6	1,163	82.26	0.90
44	7,123	7,037	14,160	730	381	1	1,112	946	164	2	1,112	78.53	0.86
45	7,198	7,106	14,304	626	432	1	1,059	883	171	5	1,059	74.04	0.81
46	7,033	6,970	14,003	695	380	2	1,077	930	145	2	1,077	76.91	0.85
47	7,251	6,959	14,210	647	358	0	1,005	874	128	3	1,005	70.72	0.78
48	7,071	6,686	13,757	645	391	1	1,037	907	129	1	1,037	75.38	0.83
49	7,244	6,888	14,132	655	391	3	1,049	909	136	4	1,049	74.23	0.82
50	7,019	6,764	13,783	568	317	1	886	762	123	1	886	64.28	0.71
51	6,664	6,353	13,017	541	296	2	839	718	117	4	839	64.45	0.71
52	6,351	5,835	12,186	552	266	1	819	708	111	0	819	67.21	0.74
53	5,972	5,480	11,452	541	278	1	820	700	117	3	820	71.60	0.79
54	5,655	5,416	11,071	471	257	1	729	621	106	2	729	65.85	0.72
55	5,682	5,273	10,955	481	219	4	704	598	102	4	704	64.26	0.71
56	5,368	5,044	10,412	446	219	2	667	570	93	4	667	64.06	0.70
57	5,542	5,104	10,646	399	204	0	603	513	89	1	603	56.64	0.62
58	4,859	4,708	9,567	387	209	2	598	512	84	2	598	62.51	0.69
59	4,401	4,025	8,426	363	163	0	526	450	74	2	526	62.43	0.69
60	4,140	3,893	8,033	305	155	1	461	395	66	0	461	57.39	0.63
61	4,069	3,840	7,909	321	147	2	470	398	72	0	470	59.43	0.65
62	3,843	3,716	7,559	257	127	0	384	327	57	0	384	50.80	0.56

Driver Factors – Section 5

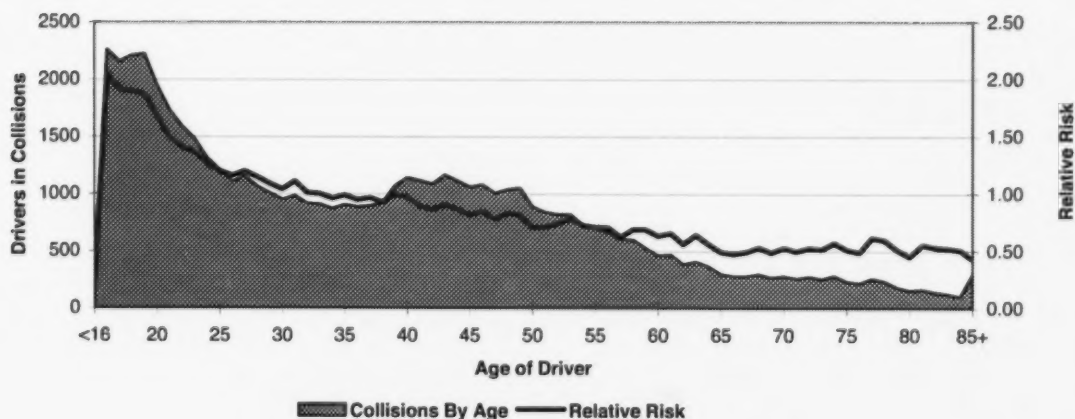
Age	Licensed Drivers			Drivers In 2004 Collisions								Rates	
	Male	Female	Total	Male	Female	Not Stated	Total	Property Damage	Personal Injury	Fatal	Total	Collision *Rates	Relative **Risk
63	3,568	3,427	6,995	275	129	2	406	343	63	0	406	58.04	0.64
64	3,715	3,449	7,164	251	113	0	364	317	46	1	364	50.81	0.56
65	3,448	3,247	6,695	200	98	0	298	249	49	0	298	44.51	0.49
66	3,382	3,145	6,527	188	92	0	280	243	37	0	280	42.90	0.47
67	3,179	3,140	6,319	194	87	0	281	238	41	2	281	44.47	0.49
68	3,235	2,946	6,181	208	88	1	297	257	39	1	297	48.05	0.53
69	3,190	2,894	6,084	202	66	0	268	233	32	3	268	44.05	0.48
70	3,036	2,821	5,857	181	99	0	280	233	45	2	280	47.81	0.53
71	3,018	2,763	5,781	171	89	0	260	207	51	2	260	44.97	0.49
72	3,045	2,723	5,768	193	82	0	275	239	35	1	275	47.68	0.52
73	2,903	2,582	5,485	180	75	1	256	222	34	0	256	46.67	0.51
74	2,834	2,643	5,477	207	76	0	283	235	48	0	283	51.67	0.57
75	2,640	2,387	5,027	163	69	1	233	199	34	0	233	46.35	0.51
76	2,555	2,409	4,964	153	65	1	219	184	34	1	219	44.12	0.49
77	2,409	2,240	4,649	176	83	0	259	212	46	1	259	55.71	0.61
78	2,270	2,082	4,352	167	67	1	235	196	36	3	235	54.00	0.59
79	2,098	1,865	3,963	117	66	0	183	146	34	3	183	46.18	0.51
80	2,027	1,785	3,812	102	54	0	156	130	26	0	156	40.92	0.45
81	1,706	1,559	3,265	120	43	1	164	142	20	2	164	50.23	0.55
82	1,557	1,351	2,908	95	45	0	140	116	24	0	140	48.14	0.53
83	1,389	1,247	2,636	88	37	0	125	108	17	0	125	47.42	0.52
84	1,161	1,052	2,213	62	40	0	102	94	8	0	102	46.09	0.51
85+	4,427	3,200	7,627	226	73	0	299	258	39	2	299	39.20	0.43
NS	0	0	0	489	133	3,351	3,973	3,772	201	0	3,973		
Total	341,511	328,341	669,852	36,520	20,954	3,452	60,926	51,876	8,896	154	60,926	90.95	

*The collision rate is the number of drivers in collisions divided by the number of licensed drivers in that age group multiplied by 1,000. eg: for under 16 age group - $(178/8,411) \times 1,000 = 21.16$

**The relative risk of being involved in a collision is calculated by dividing the total collision rate for each age group by the average rate for all drivers. eg: for under 16 age group - $21.16/90.95 = 0.23$

Drivers in Collisions and Relative Risk by Driver Age

Figure 5.2



Driver Factors – Section 5

Licensed Drivers by Age, Gender and Year

Figure 5.3

Age	2002			2003			2004		
	Male	Female	Total	Male	Female	Total	Male	Female	Total
<16	4,102	4,132	8,234	4,086	3,961	8,047	4,223	4,188	8,047
16	6,333	5,960	12,293	6,131	5,912	12,043	6,138	5,949	12,043
17	6,851	6,384	13,235	6,557	6,140	12,697	6,340	6,101	12,697
18	6,772	6,512	13,284	6,915	6,466	13,381	6,578	6,228	13,381
19	6,716	6,506	13,222	6,670	6,442	13,112	6,716	6,344	13,112
20	6,559	6,367	12,926	6,540	6,384	12,924	6,471	6,278	12,924
21	6,361	6,089	12,450	6,514	6,360	12,874	6,413	6,340	12,874
22	6,221	5,803	12,024	6,310	6,031	12,341	6,267	6,166	12,341
23	5,962	5,743	11,705	6,205	5,615	11,820	6,089	5,849	11,820
24	5,687	5,483	11,170	5,844	5,661	11,505	5,965	5,464	11,505
25 - 34	51,519	50,970	102,489	51,363	51,024	102,387	51,286	51,104	102,387
35 - 44	65,625	65,717	131,342	63,365	63,546	126,911	60,871	61,313	126,911
45 - 54	65,192	61,567	126,759	66,515	63,066	129,581	67,458	64,457	129,581
55 - 64	42,087	39,288	81,375	43,529	40,880	84,409	45,187	42,479	84,409
65 - 74	31,663	28,675	60,338	31,297	28,690	59,987	31,270	28,904	59,987
75 >	23,643	19,885	43,528	23,955	20,598	44,553	24,239	21,177	44,553
Total	341,293	325,081	666,374	341,796	326,776	668,572	341,511	328,341	669,852

Driver Factors – Section 5

Drivers In Collisions by Age, Gender and Year

Figure 5.4

Age	2002				2003				2004			
	Male	Female	Null	Total	Male	Female	Null	Total	Male	Female	Null	Total
<16	123	79	0	202	104	86	0	190	110	68	0	178
16	1,390	893	0	2,283	1,317	994	2	2,313	1,282	974	6	2,262
17	1,477	882	2	2,361	1,428	910	4	2,342	1,274	884	1	2,159
18	1,381	770	0	2,151	1,503	877	1	2,381	1,387	822	2	2,211
19	1,173	693	0	1,866	1,382	713	3	2,098	1,413	805	5	2,223
20	1,102	594	0	1,696	1,203	649	1	1,853	1,235	714	1	1,950
21	954	486	0	1,440	1,074	632	3	1,709	1,098	634	1	1,733
22	821	491	1	1,313	1,058	499	1	1,558	1,018	568	3	1,589
23	742	454	1	1,197	891	513	2	1,406	946	528	6	1,480
24	719	409	0	1,128	843	511	2	1,356	834	477	3	1,314
25 - 34	5,197	3,036	2	8,235	5,894	3,516	9	9,419	6,292	3,856	20	10,168
35 - 44	5,285	3,505	2	8,792	6,182	3,952	6	10,140	6,323	3,946	21	10,290
45 - 54	4,723	2,565	4	7,292	5,611	3,170	3	8,784	5,941	3,366	13	9,320
55 - 64	2,624	1,247	1	3,872	3,220	1,536	3	4,759	3,485	1,685	13	5,183
65 - 74	1,648	760	1	2,409	1,991	872	1	2,864	1,924	852	2	2,778
75 >	1,278	569	0	1,847	1,466	670	1	2,137	1,469	642	4	2,115
NS *	393	121	2,791	3,305	520	172	3,483	4,175	489	133	3,351	3,973
Total	31,030	17,554	2,805	51,389	35,687	20,272	3,525	59,484	36,520	20,954	3,452	60,926

Drivers In Collisions by Age, Collision Severity and Year

Figure 5.5

Age	2002				2003				2004			
	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total
<16	149	50	3	202	142	46	2	190	127	49	2	178
16	1,898	379	6	2,283	1,887	421	5	2,313	1,861	398	3	2,262
17	1,944	411	6	2,361	1,926	411	5	2,342	1,826	330	3	2,159
18	1,766	379	6	2,151	1,969	400	12	2,381	1,842	369	0	2,211
19	1,566	297	3	1,866	1,753	332	13	2,098	1,858	363	2	2,223
20	1,391	299	6	1,696	1,543	303	7	1,853	1,632	314	4	1,950
21	1,170	264	6	1,440	1,428	279	2	1,709	1,436	292	5	1,733
22	1,087	217	9	1,313	1,307	247	4	1,558	1,359	227	3	1,589
23	981	214	2	1,197	1,160	245	1	1,406	1,264	212	4	1,480
24	931	191	6	1,128	1,134	220	2	1,356	1,098	210	6	1,314
25 - 34	6,771	1,441	23	8,235	7,833	1,551	35	9,419	8,516	1,627	25	10,168
35 - 44	5,285	3,505	2	8,792	8,563	1,544	33	10,140	8,709	1,546	35	10,290
45 - 54	6,138	1,127	27	7,292	7,495	1,263	26	8,784	8,012	1,283	25	9,320
55 - 64	3,224	631	17	3,872	4,035	708	16	4,759	4,423	746	14	5,183
65 - 74	1,969	432	8	2,409	2,410	445	9	2,864	2,356	411	11	2,778
75 >	1,521	306	20	1,847	1,782	343	12	2,137	1,785	318	12	2,115
NS *	3,114	188	3	3,305	3,928	245	2	4,175	3,772	201	0	3,973
Total	40,905	10,331	153	51,389	50,295	9,003	186	59,484	51,876	8,896	154	60,926

* Driver age not stated.

Driver Factors – Section 5

Number of Charges Resulting from Collisions by Severity of Collision

Figure 5.6

Charges Laid	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Unregistered Vehicle	89	69	0	158	2.6
Disobey Stop Sign	206	107	0	313	5.1
Fail to Signal	9	0	0	9	0.1
Speed too Fast for Condition	233	143	1	377	6.2
Driving Without Due Care	581	423	1	1,005	16.5
Following too Close	187	114	0	301	4.9
Passing on Right	4	3	0	7	0.1
Improper Lane Change	76	15	0	91	1.5
Improper Turn	101	57	0	158	2.6
Fail to Yield Right of Way	526	338	1	865	14.2
Passing When Unsafe	24	12	0	36	0.6
Driving Left of Centre	22	11	0	33	0.5
Driving Wrong Way on a One Way Street	0	1	0	1	0.0
Fail to Yield to Pedestrian	0	32	0	32	0.5
Fail to Report	250	57	1	308	5.0
Disobey Traffic Signal	198	134	1	333	5.5
Improper Parking on Highway or Street	3	2	0	5	0.1
Passing School Bus When Forbidden	0	1	0	1	0.0
Inadequate Brakes	2	0	0	2	0.0
Lights, Tires, Windshield or Bumper Height *	5	2	1	8	0.1
Dangerous Driving	39	31	2	72	1.2
Driving While Disqualified	77	44	2	123	2.0
Criminal Negligence	1	3	0	4	0.1
Fail to Remain at Scene	99	34	2	135	2.2
Impaired Driving/Refuse Testing	280	221	6	507	8.3
Unsafe Backing	80	8	0	88	1.4
No Driver's Licence	242	129	0	371	6.1
Operator or Passenger Not Using Seatbelt	1	34	0	35	0.6
Speeding Past Highway Worker	0	0	0	0	0.0
Stunting	12	5	0	17	0.3
24 Hour Suspension	68	27	0	95	1.6
Other Offence	387	225	4	616	10.1
Total	3,802	2,282	22	6,106	100.0

* Defective or Unauthorized

Number of Occurrences of Human Action by Age

Figure 5.7

Human Action	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Fail to Yield Right of Way	20	202	157	137	156	127	332	446	417	392	279	545	95	3,305	23.8
Control Device Disregarded	7	69	54	71	66	47	143	193	143	149	119	208	48	1,317	9.5
Following too Close	2	64	47	67	68	52	123	199	177	128	62	57	35	1,081	7.8
Too Fast for Road Conditions	19	169	116	116	118	94	220	336	230	147	66	65	45	1,741	12.5
Exceeding Speed Limit	7	33	32	26	36	32	65	48	32	17	3	4	24	359	2.6
Turning Improper	4	26	25	20	24	15	51	74	79	68	39	72	18	515	3.7
Passing or Improper Lane Use	7	44	39	29	35	43	89	116	96	93	73	86	30	780	5.6
Backing Unsafe	6	65	40	49	45	41	107	188	221	219	147	187	74	1,389	10.0
Fail to Signal	0	2	2	2	0	0	3	6	6	2	5	2	3	33	0.2
Driving Wrong Way on a One Way	2	0	1	2	2	0	4	4	3	2	0	2	0	22	0.2
Taking Evasive Action	6	107	94	90	77	93	229	319	289	252	107	88	17	1,768	12.7
Careless Driving / Stunting	16	65	47	41	33	35	85	73	65	25	10	13	226	734	5.3
Pedestrian Action Contributed	1	0	0	0	0	0	1	0	1	2	0	0	0	5	0.0
Other Human Action	18	39	27	27	24	20	75	90	76	64	42	64	269	835	6.0
Total	115	885	681	677	684	599	1,527	2,092	1,835	1,560	952	1,393	884	13,884	
Per cent	0.8	6.4	4.9	4.9	4.9	4.3	11.0	15.1	13.2	11.2	6.9	10.0	6.4		100.0

Driver Factors – Section 5

Number of Charges Resulting from Collisions by Age

Figure 5.8

Charges Laid	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Unregistered Vehicle	4	4	4	7	7	13	29	36	29	12	7	4	2	158	2.6
Disobey Stop Sign	0	27	15	15	19	13	25	44	33	31	34	56	2	314	5.1
Fail to Signal	0	2	0	0	0	0	2	1	2	0	1	0	1	9	0.1
Speed too Fast for Conditions	4	54	36	35	22	26	51	56	40	30	8	15	0	377	6.2
Driving Without Due Care	4	99	68	82	84	72	140	143	114	92	49	56	3	1,006	16.5
Following too Close	1	23	22	25	19	13	30	57	41	37	12	21	0	301	4.9
Passing on Right	0	0	2	0	0	0	3	0	0	0	1	1	0	7	0.1
Improper Lane Change	1	7	4	4	4	5	10	16	12	11	7	10	0	91	1.5
Improper Turn	0	9	5	6	7	8	15	22	22	13	21	30	0	158	2.6
Fail to Yield Right of Way	3	60	60	46	50	33	82	116	102	96	69	147	1	865	14.2
Passing When Unsafe	0	1	2	1	2	3	3	6	2	6	5	5	0	36	0.6
Driving Left of Centre	0	1	3	5	3	1	4	6	2	3	2	3	0	33	0.5
Wrong Way on a One Way	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0.0
Fail to Yield to Pedestrian	0	4	2	1	2	2	5	3	4	3	6	0	0	32	0.5
Fail to Report	3	16	25	25	32	13	50	60	38	18	9	6	13	308	5.0
Disobey Traffic Signal	1	13	14	21	30	19	41	42	39	40	21	52	0	333	5.5
Improper Parking	0	2	0	0	0	0	0	1	0	0	0	0	2	5	0.1
Passing School Bus	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0.0
Inadequate Brakes	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0.0
Lights, Tires, Windshield, Bumper*	0	2	1	0	0	0	0	1	2	1	0	0	1	8	0.1
Dangerous Driving	2	9	5	8	4	5	10	15	7	5	0	1	1	72	1.2
Driving While Disqualified	0	2	1	4	8	5	21	37	28	9	5	3	0	123	2.0
Criminal Negligence	0	0	0	1	0	0	0	2	1	0	0	0	0	4	0.1
Fail to Remain at Scene	5	3	7	7	5	9	21	26	31	10	5	2	4	135	2.2
Impaired Driving/Refuse Testing	4	15	15	26	30	28	87	112	101	53	21	10	6	508	8.3
Unsafe Backing	0	5	6	5	1	5	6	13	6	13	10	18	0	88	1.4
No Driver's Licence	28	17	26	24	24	25	60	84	50	16	8	7	2	371	6.1
Not Using Seatbelt	1	2	5	3	3	0	6	6	3	3	2	1	0	35	0.6
Speeding Past Highway Worker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Stunting	0	5	2	2	3	0	4	0	0	0	1	0	0	17	0.3
24 Hour Suspension	0	2	5	3	9	13	23	18	10	9	0	2	1	95	1.6
Other Offence	15	48	32	24	34	26	71	89	82	56	41	74	24	616	10.1
Total	76	432	367	381	402	337	800	1,013	802	567	345	524	63	6,109	100.0

* Defective or Unauthorized

Number of Occurrences of Human Condition by Age

Figure 5.9

Human Condition	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Inattentive	52	421	334	394	412	315	813	1212	1,083	905	562	794	663	7,960	63.5
Distracted	10	90	70	75	70	41	147	192	185	151	76	85	17	1,209	9.6
Had Been Drinking	5	19	18	36	41	36	83	93	86	34	18	14	29	512	4.1
Impaired	5	17	21	28	36	39	117	142	121	65	22	14	20	647	5.2
Extreme Fatigue	0	2	2	4	11	4	7	17	9	8	5	2	1	72	0.6
Fell Asleep	2	8	13	16	20	17	35	36	30	23	10	13	2	225	1.8
Driver Inexperience / Confusion	69	319	162	117	95	51	131	127	67	29	37	60	10	1,274	10.2
Lost Consciousness / Illness	0	1	0	1	2	1	5	11	6	14	5	27	0	73	0.6
Physical / Medical Disability	0	0	1	0	0	0	2	6	10	14	11	35	0	79	0.6
Drugs (Prescription or Illegal)	0	4	1	5	4	6	10	7	8	8	2	2	0	57	0.5
Defective Eyesight / Hearing	0	1	0	0	0	0	1	0	1	3	2	22	0	30	0.2
Other Human Conditions	5	17	15	17	16	7	47	64	43	49	28	57	33	398	3.2
Total	148	899	637	693	707	517	1,398	1,907	1,649	1,303	778	1,125	775	12,536	
Per cent	1.2	7.2	5.1	5.5	5.6	4.1	11.2	15.2	13.2	10.4	6.2	9.0	6.2	100.0	

Driver Factors – Section 5

Number of Drivers Involved in Collisions by Licence Class and Age

Figure 5.10

Age Group	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Not Stated	Total
Under 16	0	0	0	0	11	0	101	66	178
16	1	3	0	1	2,059	1	99	98	2,262
17	1	2	1	0	2,019	0	47	89	2,159
18	14	1	0	4	2,030	1	45	116	2,211
19	47	2	2	3	1,999	0	26	144	2,223
20	55	0	1	7	1,745	0	24	118	1,950
21-24	378	6	21	59	5,139	0	64	449	6,116
25-34	1,040	39	72	275	7,958	2	92	690	10,168
35-44	1,334	71	126	309	7,791	1	32	626	10,290
45-54	1,320	151	158	313	6,906	1	12	459	9,320
55-64	617	108	63	144	3,987	0	3	261	5,183
65 and Over	163	22	19	40	4,467	0	3	179	4,893
Not Stated	5	1	0	0	27	0	0	3,940	3,973
Drivers In Collisions	4,975	406	463	1,155	46,138	6	548	7,235	60,926
Total Licensed Drivers	45,095	3,049	4,967	8,642	581,296	15	26,788	0	609,852
Relative Risk *	1.21	1.46	1.02	1.47	0.87	4.40	0.22	N/A	1.00

* Relative Risk = (% of Total Collisions in Class)/(% of Total Licence Holders in Class)

Licence Class

Class 1 - Operators of power units and truck tractors that have a trailer where the gross weight of the towed unit(s) exceeds 4,600 kg.

Class 2 - Operators of buses having a seating capacity in excess of 24 passengers.

Class 3 - Operators of trucks with more than two axles that have a trailer(s) in tow, where the gross weight of the towed unit does not exceed 4,600 kg.

Class 4 - Operators of taxis, ambulances, law enforcement vehicles and buses having a seating capacity of 24 or fewer passengers.

Class 5 - Operators of cars, vans, two-axle trucks, two-axle vehicles having a trailer(s) in tow where the gross weight of the unit(s) does not exceed 4,600 kg, buses when not transporting passengers, three-axle motorhomes, taxis and ambulances when not used for hire.

Class 6 - Operators of motorcycles.

Class 7 - Class 5 operators, operating as a learner.

Number of Drivers Involved in Collisions by Year and Age

Figure 5.11

Age Group	1995	1996	1997	1998	1999	2000	2001	2002**	2003	2004
Under 16	201	204	182	179	205	185	175	202	190	178
16	1,779	1,676	1,623	1,773	1,928	2,028	1,963	2,283	2,313	2,262
17	1,712	1,758	1,691	1,917	1,861	1,993	1,949	2,361	2,342	2,159
18	1,614	1,547	1,666	1,763	1,814	1,877	1,779	2,151	2,381	2,211
19	1,495	1,534	1,561	1,564	1,679	1,776	1,515	1,866	2,098	2,223
20	1,292	1,311	1,310	1,396	1,433	1,513	1,398	1,696	1,853	1,950
21-24	4,099	4,005	3,815	4,005	4,344	4,581	4,173	5,078	6,029	6,116
25-34	7,711	7,665	6,970	7,116	7,121	7,336	6,973	8,235	9,419	10,168
35-44	7,065	7,302	6,698	7,246	7,687	7,996	7,387	8,792	10,140	10,290
45-54	4,377	4,435	4,376	4,609	5,118	5,736	5,741	7,292	8,784	9,320
55-64	2,670	2,625	2,470	2,622	2,850	2,997	2,974	3,872	4,759	5,183
65 and Over	3,271	3,308	3,221	3,455	3,562	3,845	3,693	4,256	5,001	4,893
Not Stated	4,269	5,133	4,772	4,031	2,628	2,628	2,432	3,305	4,175	3,973
Drivers In Collisions	41,555	42,503	40,355	41,676	42,230	44,491	42,152	51,389	59,484	60,926

** Property damage only collisions in 2002 increased due to a change in reporting procedures.

Driver Factors – Section 5

Convictions - 1999 to 2004

Figure 5.12

OFFENCE	1999	2000	2001	2002	2003	2004	Avg/yr
Exceed Speed Limit	63,457	67,313	70,840	66,314	62,877	59,444	65,041
Driver Fail to Wear Seatbelt	12,066	12,960	13,504	12,130	11,072	8,515	11,708
Stop Sign	5,665	5,672	5,911	5,105	5,654	5,146	5,526
No Licence/Inappropriate Licence	5,780	5,515	5,723	4,993	4,504	4,934	5,242
Operating Unregistered Vehicle	4,596	4,119	3,697	3,329	3,082	3,270	3,682
Run Red Light Camera	0	56	1,362	1,476	2,137	2,151	1,197
Red Light	2,594	2,368	2,437	2,169	2,098	2,047	2,286
Without Due Care/Reasonable Consideration	1,676	1,684	1,994	1,906	1,830	1,898	1,864
Driving While Suspended or Refused Issue Etc	1,175	1,156	1,230	1,158	1,105	1,268	1,182
Driving Contrary to Sign Direction	440	523	506	600	550	944	594
Stunting	997	985	1,109	909	830	773	934
Inadequate/Improper Equipment	2,286	1,704	1,108	1,013	835	770	1,286
Fail to Display Plate/Stickers/Permit	1,793	1,685	1,876	1,386	1,218	736	1,449
U-Turn at Traffic Lights	956	891	829	720	594	620	768
Speed Too Fast For Conditions	834	882	609	598	553	552	671
Fail To Report Accident	766	720	758	733	567	545	682
Amber Light	531	517	518	445	561	523	516
Left Turn Across Traffic	619	636	624	554	512	513	513
Drive Vehicle While Passenger Unrestrained	697	644	729	692	621	500	647
Following Too Close	598	647	616	574	510	444	477
Exceed 60 Km/h Passing Emergency Vehicle	0	0	361	537	380	427	284
Yield Sign	429	438	444	405	361	372	408
Disobey Traffic Control Device	348	442	439	364	333	333	377
Illegal U-Turn	244	267	250	237	244	270	252
Backing Up When Unsafe	436	417	511	391	196	222	362
Improper Turn	295	275	272	322	235	221	270
Unauthorized Use of Plate/Registration	230	236	227	174	197	217	214
Exceed 60 Km/h Passing Highway Worker	125	119	753	308	83	207	266
Driving Left of Centre	289	232	255	196	229	198	233
Failing to Yield to Vehicle on Right	261	271	222	234	178	175	177
Excessive Noise	360	318	334	217	192	167	265
Insufficient or No Signal	232	220	235	185	161	166	200
Fail to Obey Restriction/Endorsement	303	256	247	222	181	162	229
Exceeding Posted Speed by 50 km or More	0	0	0	0	63	136	33
Fail To Yield To Pedestrian	160	180	199	145	145	130	160
Straddling Lanes	238	227	208	162	128	128	182
Inadequate Brakes	197	237	158	125	76	112	151
Fail to Produce Licence/Registration	176	123	168	108	137	110	137
Headlamps not Illuminated	96	124	155	106	121	107	118
Flashing Red Light or Proceed Before Safe	114	144	136	159	174	107	139
Cross Solid Lines	100	123	193	90	90	103	117
Passing When Unsafe	101	111	124	107	90	93	104
Disobey School Bus Signal	135	150	133	107	78	91	116
Fail to Stop for Railway Crossing	122	147	126	80	62	80	103
Exceeding Posted Speed by 50 km or More	91	115	104	118	86	78	99
Driving While on 24 Hour Suspension	37	43	34	61	61	67	51
Improperly Equipped M/C Operator or Passenger	68	81	81	72	44	66	69
Obscured Vision	77	67	80	66	58	50	66
Improper Lane Use	12	33	68	76	70	47	51
Deface or Alter Licence/Registration/Plate	23	17	24	27	44	44	30
Fail to Yield Leaving Lane or Alley	80	82	72	56	45	43	63
Enter Prov Highway/Fail to Yield	40	64	62	50	33	36	48
Driving on Wrong Side of Divided Highway	37	57	61	35	36	33	43
Allow Rider on Exterior of Vehicle	66	56	69	29	35	25	47
Unlit Lamps or Obstruction	32	48	59	38	18	25	37
Contest of Speed	77	102	40	13	16	23	45
Disobey Emergency Vehicle Signal	23	23	28	33	24	23	26

Driver Factors – Section 5

Convictions - 1999 to 2004

Figure 5.12

OFFENCE	1999	2000	2001	2002	2003	2004	Avg/yr
Drive Over Median	30	39	29	38	27	21	31
Improper Stopping On Highway or Street	45	40	26	40	31	18	33
Cutting In	33	37	40	18	18	17	27
Fail to Dim	26	25	49	35	38	17	32
Overcrowded Steering Compartment	24	26	28	19	12	15	21
Enter or Leave Controlled Access Unlawfully	3	5	1	2	4	15	5
Permit Attachment of Person/Device	22	7	13	7	14	14	13
Glass or Other Litter on Highway	23	14	24	20	14	14	18
Fail to Obey Flag Person Directions	7	5	13	17	11	12	11
Fail to Yield On Green Arrow	20	23	15	20	13	11	17
Improperly Equipped Vehicle	140	19	21	6	15	8	35
Impede Traffic	6	8	4	8	5	7	6
Speeding Up on Being Overtaken	7	16	12	11	4	7	10
Produce Other Persons Licence	10	8	9	9	5	6	8
Insecure Load or Unmarked Overhanging Load	61	18	19	8	13	5	21
Cross Highway	7	5	3	8	1	5	5
Fail to Stop School Bus/Dangerous Goods Vehicle	8	3	4	7	3	4	5
Disobey Traffic Light Not at Intersection	7	5	10	9	2	4	6
False Statement/Fail to Furnish Information	11	2	3	2	3	4	4
Improper Seating on Motorcycle	3	5	0	0	2	3	2
Proceed Contrary To Arrow	5	5	2	1	1	2	3
Interfere With Funeral Procession	2	1	1	0	0	2	1
Fail to Extinguish Spotlight	1	2	1	4	2	2	2
Flashing Red Light at Crosswalk	14	2	1	3	5	1	4
Obstruct Intersection	0	1	2	1	0	1	1
Motorcycle in Same Lane as Another Vehicle	2	1	3	0	0	1	1
Hold More Than One Licence	2	10	10	3	2	0	5
Allowing Other Person to Use Licence	6	4	2	3	1	0	3
Motorcycles More Than Two Abreast	0	0	1	0	0	0	0
Fail to/Improperly Activate School Bus Signal	0	0	0	1	1	0	0
Total	113,705	116,858	123,258	112,759	106,661	100,703	112,324

Criminal Code Convictions - 1999 to 2004

Figure 5.13

	1999	2000	2001	2002	2003	2004	Avg/yr
Over 80 Mg Alcohol in Blood	4,066	3,741	3,557	3,700	3,038	2,847	3,492
Drive While Disqualified (Prov)	666	734	782	868	866	1,000	819
Impaired Driving	1,013	937	862	830	831	769	874
Drive While Disqualified	988	927	894	744	676	603	805
Dangerous Driving	208	194	125	160	137	148	162
Fail to Comply With Demand	156	183	157	168	138	146	158
Fail to Stop For Police Officer (CC)	0	18	79	86	78	101	60
Leave Scene of Accident	141	132	110	89	81	87	84
Impaired Driving Causing Bodily Harm	26	33	27	43	29	34	32
Fail to Stop For Police Officer	38	34	30	32	44	31	35
Dangerous Driving Causing Bodily Harm	16	8	16	12	12	14	13
Impaired Driving Causing Death	3	7	3	4	1	8	4
Dangerous Driving Causing Death	5	2	2	2	6	7	4
Criminal Negligence Causing Bodily Harm	2	4	1	0	0	0	1
Manslaughter	0	0	0	0	0	0	0
Criminal Negligence Causing Death	1	3	1	1	0	0	1
Criminal Negligence In Operation of Motor Vehicle	0	0	0	1	0	0	0
Total	7,329	6,957	6,646	6,740	5,937	5,795	6,567

Driver Factors – Section 5

Figure 5.14

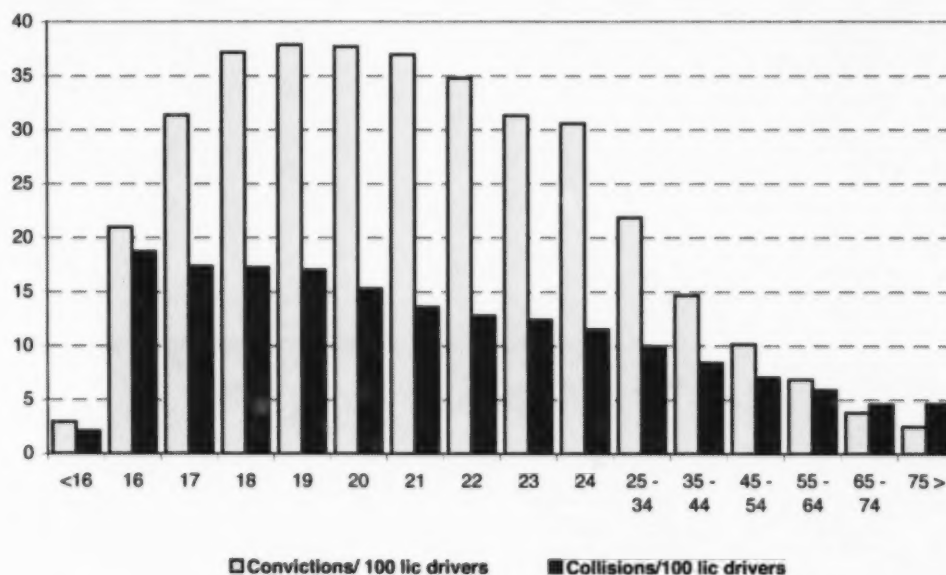
Convictions, Licensed Drivers & Drivers in Collisions by Age

Age	*Convictions	Licensed Drivers	Drivers in Collisions	Convictions/100 lic drivers	Collisions/100 lic drivers	Conviction Risk	Collision Risk
<16	249	8,411	178	2.96	2.12	0.20	0.23
16	2,539	12,087	2,262	21.01	18.71	1.40	2.06
17	3,904	12,441	2,159	31.38	17.35	2.09	1.91
18	4,763	12,806	2,211	37.19	17.27	2.47	1.90
19	4,948	13,060	2,223	37.89	17.02	2.52	1.87
20	4,807	12,749	1,950	37.70	15.30	2.51	1.68
21	4,715	12,753	1,733	36.97	13.59	2.46	1.49
22	4,326	12,433	1,589	34.79	12.78	2.31	1.41
23	3,741	11,938	1,480	31.34	12.40	2.08	1.36
24	3,496	11,429	1,314	30.59	11.50	2.03	1.26
25 - 34	22,415	102,390	10,168	21.89	9.93	1.46	1.09
35 - 44	17,949	122,184	10,290	14.69	8.42	0.98	0.93
45 - 54	13,373	131,915	9,320	10.14	7.07	0.67	0.78
55 - 64	6,026	87,666	5,183	6.87	5.91	0.46	0.65
65 - 74	2,295	60,174	2,778	3.81	4.62	0.25	0.51
75 >	1,157	45,416	2,115	2.55	4.66	0.17	0.51
Not Stated			3,973				
Total	100,703	669,852	60,926	15.03	9.10	1.00	1.00

* Does not include Criminal Code convictions

Figure 5.15

Convictions and Collisions by Age Group



Vehicle Factors

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Vehicle Factors – Section 6

Vehicle Factors

There were 66,452 vehicles involved in the 42,683 collisions during 2004. This is an average of 1.56 vehicles per collision. This section provides details on the different types of vehicles involved in collisions.

- Automobiles accounted for 52 per cent of vehicles in all collisions and 34 per cent of the vehicles in fatal collisions.
- Pickup trucks accounted for 22 per cent of vehicles in all collisions and 30 per cent of vehicles in fatal collisions.
- Large trucks represented 4.0 per cent of the vehicles involved in all collisions and 13.5 per cent of the vehicles in a fatal collision during 2004. Research has shown that in 75 per cent of fatal crashes involving a large truck the action taken by the driver of the other vehicle was the major factor contributing to the collision.
- There were 304 crashes involving a motorcycle in 2004. These incidents resulted in 172 injuries and two deaths.

Figures 6.6 to 6.8 show some historical data on truck and motorcycle collisions. Similar breakdowns for other vehicle types are available upon request.

Figure 6.9 shows a breakdown of registrations by vehicle type. This information can be used when calculating risk exposure for different types of vehicles.

Vehicle Factors – Section 6

Number of Vehicles in Collisions by Vehicle Type and Severity

Figure 6.1

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Automobile (passenger car)	28,799	5,419	55	34,273	51.6
Pickup Trucks	12,711	1,807	49	14,567	21.9
Panel Van/Mini Van/Sport Utility Vehicles (SUV)	9,630	1,183	23	10,836	16.3
Trucks > 4,500 kg	1,073	95	4	1,172	1.8
Semi-Trailer Power Unit	1,204	211	18	1,433	2.2
Transit Bus (Urban)	115	22	0	137	0.2
Inter-City Bus	33	7	0	40	0.1
School Bus - Standard Large Type	60	10	1	71	0.1
School Bus - Van Type	45	1	0	46	0.1
Other Bus - Unspecified/Private	42	8	1	51	0.1
Motorcycle	141	160	2	303	0.5
Moped/Powered Bicycle	6	5	0	11	0.0
Bicycle*	67	185	5	257	0.4
Ambulance/Police/Fire	77	11	0	88	0.1
Snowmobile *	20	19	1	40	0.1
Construction/Maintenance Equipment	98	7	0	105	0.2
Unregistered Farm Equipment	24	5	2	31	0.0
Off Highway Vehicle (3 or 4 Wheel ATVs) *	5	16	1	22	0.0
Motorhome	36	1	0	37	0.1
Other Vehicle	216	15	0	231	0.3
Not Stated	2,640	61	0	2,701	4.1
Total	57,042	9,248	162	66,452	100.0

Number of Vehicles in Collisions by Vehicle Type and Road System

Figure 6.2

Vehicle Type	Urban Streets	Provincial Highways	Rural Roads	Other	Total	%
Automobile (passenger car)	26,584	5,002	1,792	893	34,271	51.6
Pickup Trucks	8,126	3,350	2,180	910	14,566	21.9
Panel Van/Mini Van/Sport Utility Vehicles (SUV)	7,529	2,187	728	392	10,836	16.3
Trucks > 4,500 kg	429	339	301	103	1,172	1.8
Semi-Trailer Power Unit	405	814	141	73	1,433	2.2
Transit Bus (Urban)	136	1	0	0	137	0.2
Inter-City Bus	34	5	0	1	40	0.1
School Bus - Standard Large Type	43	3	11	14	71	0.1
School Bus - Van Type	39	1	4	2	46	0.1
Other Bus - Unspecified/Private	36	12	1	2	51	0.1
Motorcycle	229	56	9	9	303	0.5
Moped/Powered Bicycle	11	0	0	0	11	0.0
Bicycle*	249	4	1	3	257	0.4
Ambulance/Police/Fire	61	21	2	4	88	0.1
Snowmobile *	11	6	8	15	40	0.1
Construction/Maintenance Equipment	61	25	12	7	105	0.2
Unregistered Farm Equipment	6	10	11	4	31	0.0
Off Highway Vehicle (3 or 4 Wheel ATVs) *	6	4	7	5	22	0.0
Motorhome	22	12	1	2	37	0.1
Other Vehicle	188	19	6	18	231	0.3
Not Stated	2,426	117	21	140	2,704	4.1
Total	46,631	11,988	5,236	2,597	66,452	100.0

* TAIS records only traffic collisions on public roads. Therefore, many collisions involving snowmobiles and off-highway vehicles are not included in this number. Bicycle collisions are recorded only if in contact with a motor vehicle on the roadway.

The standard passenger car, pickup truck and a van or SUV are involved in 90 per cent of all collisions. Other special categories, such as all-terrain vehicles, large trucks and school buses, are of special interest to various groups and users.

Vehicle Factors – Section 6

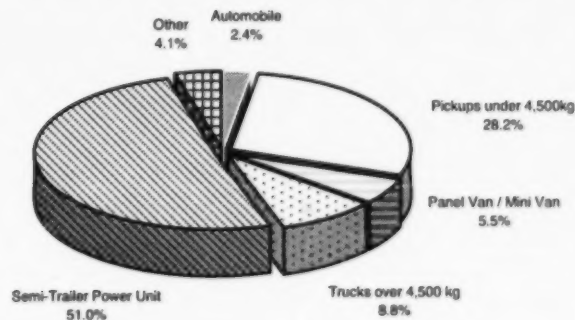
Number of Vehicles in Collisions by Vehicle Type and Type of Towed Trailer

Figure 6.3

Vehicle Type	No Trailer	Recreation	Utility	Farm	Main/Const	Towed Vehicle	Single Semi	A* Train	C* Train	B* Train	Over Sized	Other	Total	%
Automobile (pass'ger car)	34,246	6	8	1	0	0	0	0	0	0	0	12	34,273	51.6
Pickup Trucks	14,255	38	77	21	14	10	0	0	0	3	0	149	14,567	21.9
Panel Van/Mini Van/SUV	10,775	10	23	1	2	1	0	0	0	0	0	24	10,836	16.3
Trucks > 4,500 kg	1,075	0	3	4	4	14	9	1	0	7	0	55	1,172	1.8
Semi-Trailer Power Unit	869	0	0	0	3	2	299	32	10	58	2	158	1,433	2.2
Bus - All Types	345	0	0	0	0	0	0	0	0	0	0	0	345	0.5
Const./Maintenance Equip.	103	0	0	0	1	1	0	0	0	0	0	0	105	0.2
Farm Equipment	21	0	0	9	0	0	0	0	0	0	0	1	31	0.0
Motorhome	32	2	0	0	0	3	0	0	0	0	0	0	37	0.1
Other Vehicle	3,625	3	6	0	0	2	0	0	0	1	0	16	3,653	5.5
Total	65,346	59	117	36	24	33	308	33	10	69	2	415	66,452	100.0

* An "A" train is a single hitch drawbar. A "C" train is a double hitch drawbar. A "B" train is connected by a fifth wheel.

% of Vehicles in Collisions Involving Trailers



Number of Vehicles in Collisions by Pre-Collision Vehicle Action and Severity

Figure 6.4

Pre-Collision Action	Property Damage	Personal Injury	Fatal	Total	%
Going Straight Ahead	31,240	5,946	146	37,332	56.2
Turning Left	3,587	874	4	4,465	6.7
Turning Right	1,858	308	0	2,166	3.3
Making U-Turn	214	32	0	246	0.4
Changing Lanes	1,262	102	1	1,365	2.1
Merging	323	69	0	392	0.6
Reversing	2,735	57	0	2,792	4.2
Overtaking, Passing on Left or Right	297	74	0	371	0.6
Slowing or Stopping on the Roadway (decelerating)	3,124	640	2	3,766	5.7
Stopped in Traffic (incl. mechanical breakdown)	3,929	755	5	4,689	7.1
Starting in Traffic (accelerating)	585	103	1	689	1.0
Starting from Parked Position, Leaving Roadside	268	19	0	287	0.4
Entering Parked Position, Stopping On Roadside	246	12	0	258	0.4
Parked Legally	5,023	157	2	5,182	7.8
Parked Illegally	77	10	1	88	0.1
Other	146	15	0	161	0.2
Not Stated	2,128	75	0	2,203	3.3
Total	57,042	9,246	162	66,452	100.0

Vehicle Factors – Section 6

Collisions Involving Dangerous Goods

Figure 6.5

Dangerous Goods Class	Spilled		Total	% Spilled	% of Total
	Yes	No			
Class 1 Explosives	1	12	13	7.7	10.8
Class 2 Compressed Gases	3	9	12	25.0	10.0
Class 3 Flammable Liquids	26	33	59	44.1	49.2
Class 4 Flammable Solids	0	0	0	0.0	0.0
Class 5 Oxidizers & Organic Substances	2	2	4	50.0	3.3
Class 6 Poisonous & Infectious Substances	3	1	4	75.0	3.3
Class 7 Radioactive Materials	0	0	0	0.0	0.0
Class 8 Corrosive Substances	5	1	6	83.3	5.0
Class 9 Miscellaneous Substances	15	7	22	68.2	18.3
Total	55	65	120	45.8	100.0
% of Total	45.8	54.2	100.0		

Truck Collisions by Year

Figure 6.6

Year	Total Number of Trucks Involved	Number of Truck Collisions				Number Injured	Number Killed
		Property Damage Only	Personal Injury	Fatal	Total		
1993	1,260	943	254	20	1,217	372	21
1994	1,335	981	287	25	1,293	469	32
1995	1,398	1,014	304	21	1,339	473	27
1996	1,510	1,133	296	28	1,457	442	36
1997	1,530	1,111	330	24	1,465	452	37
1998	1,354	1,037	246	25	1,308	344	31
1999	1,298	958	267	22	1,247	388	32
2000	1,461	1,057	309	36	1,402	484	39
2001	1,448	1,073	286	31	1,390	402	33
2002	1,903 *	1,553 *	283	21	1,857	379	26
2003	2,603	2,215	281	26	2,522	401	28
2004	2,605	2,214	281	20	2,515	416	28

Trucks Involved In Collisions by Truck Type

Figure 6.7

Year	Single Unit (Straight) Trucks			Articulated/Tractor-Trailer Trucks		
	Property Damage Only	Personal Injury	Fatal	Property Damage Only	Personal Injury	Fatal
1993	458	99	5	519	161	18
1994	468	124	8	546	168	21
1995	492	116	5	565	204	16
1996	501	105	4	674	202	24
1997	480	131	6	682	212	19
1998	405	93	8	666	165	17
1999	376	81	5	624	192	20
2000	385	100	5	717	219	35
2001	397	88	7	718	211	27
2002	701 *	96	3	888 *	195	20
2003	1,174	102	4	1,107	193	23
2004	1,073	95	4	1,204	211	18

*Property damage only collisions in 2002 increased due to a change in reporting procedures.

Vehicle Factors – Section 6

Motorcycle Collisions by Year

Figure 6.8

Year	Property Damage Only	Personal Injury	Fatal	Total	Persons Injured	Persons Killed
1988	137	222	3	362	260	3
1989	98	172	5	275	193	5
1990	91	165	4	260	183	6
1991	101	157	5	263	180	6
1992	95	149	2	246	161	2
1993	59	131	5	195	150	5
1994	61	131	4	196	148	4
1995	41	107	5	153	125	5
1996	54	118	4	176	131	5
1997	69	105	4	178	132	4
1998	60	117	3	180	138	3
1999	62	115	2	179	131	2
2000	68	132	2	202	150	2
2001	95	122	3	220	137	3
2002	103	118	3	224	130	3
2003	131	168	2	301	182	4
2004	146	156	2	304	172	2

Vehicle Registrations (Insured Years*)

Figure 6.9

Type of Vehicle	2000	2001	2002	2003	2004
Passenger Cars - excludes special use	331,194	326,801	327,641	328,516	327,307
Sport Utility Vehicles	35,878	38,116	41,585	45,897	50,949
Light Private Trucks - <5,001 kgs class PV	92,653	93,216	96,064	98,544	101,855
Vans (light & heavy, commercial & private)	69,647	71,608	74,716	77,459	79,782
Commercial & Farm Straight Trucks	159,610	155,194	153,780	152,452	150,891
Truck Tractors (semi power units)	10,732	11,576	12,233	12,379	12,960
School Buses - bus use only class PC	3,254	3,180	3,079	3,064	3,045
Transit Buses - class PC	339	343	351	354	356
Inter-City, tour & private buses	395	388	419	445	461
Motorcycles	4,788	4,885	4,802	5,338	5,957
Pedal Cycles	27	38	42	39	28
Motorhomes	6,707	6,120	5,702	5,578	5,339
Ambulance	235	234	241	246	247
Hearse	123	116	112	114	113
Police - all vehicles with police use	455	493	523	536	545
Taxis	672	681	694	696	693
Trailers (commercial, private & farm)	102,805	104,556	108,732	113,652	117,625
Snowmobiles	5,861	5,733	4,929	5,453	4,774
Other - no assigned vehicle type	12	12	14	235	27
TOTAL	825,389	823,289	835,661	850,996	862,953
Total Motor Vehicles	716,723	713,000	721,999	731,891	740,554

* Insured years is the portion of the year the vehicle is registered. This method of counting registrations was implemented due to short-term registrations.

Example: When three separate motorcycles are registered for six months each out of a complete year they are counted as 18 months or 1.5 insured years.

Victims and Safety Restraints – Section 7

Victims and Safety Restraints

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Victims and Safety Restraints – Section 7

Victims and Safety Restraints

The Traffic Accident Information System (TAIS) attempts to capture information on all passengers involved in injury collisions. This data can be used to calculate exposure rates for occupants by injury severity, age, seating position, gender and many other variables. Additional details, such as injury region of the body and injury treatment, are also available from TAIS.

Figures 7.6 and 7.7 show the relationship between the severity of injury to vehicle occupants and seatbelt use. The severity of injury is much lower for victims using safety restraints. Ninety-five per cent of those using safety restraints sustained minor, moderate or no recorded injuries. Those occupants not using safety restraints were severely or fatally injured 27 per cent of the time, compared to five per cent of those using restraints.

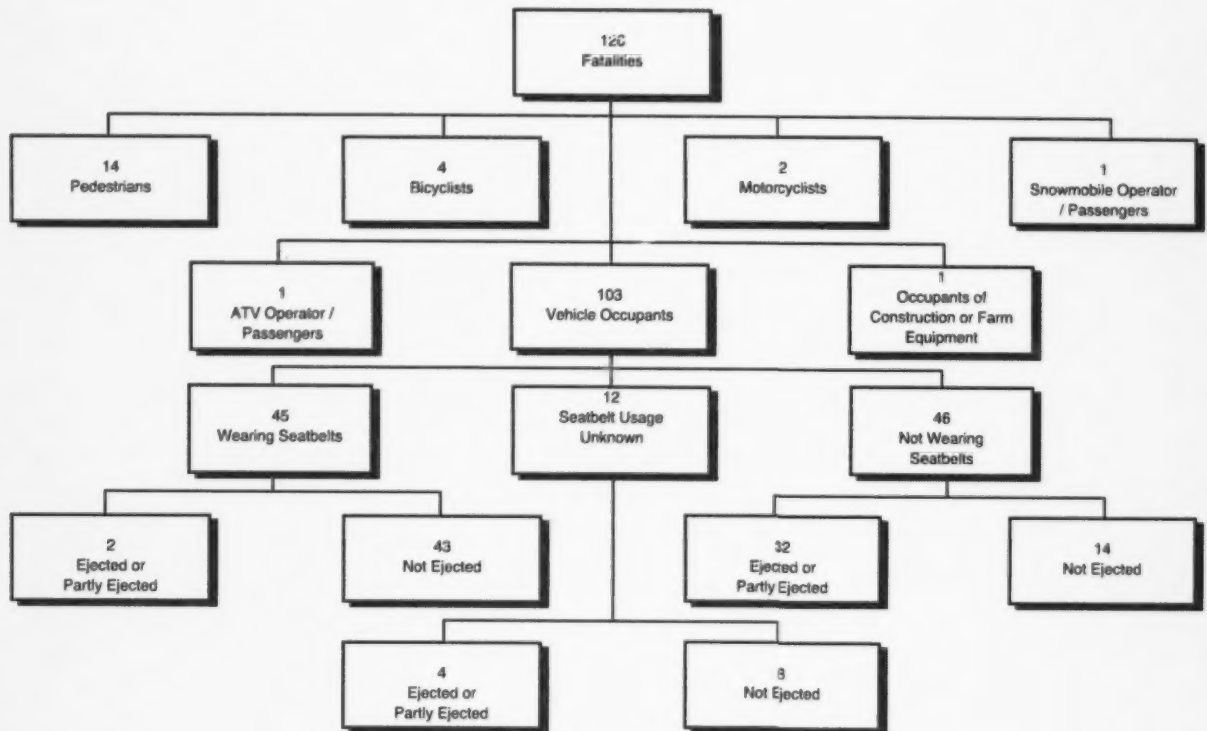
In September 2004, Transport Canada conducted an observational survey of seatbelt use in rural communities across Canada. The survey was undertaken because of evidence indicating that the majority of motor vehicle fatalities in rural areas involve people who were not wearing seatbelts. The survey reported a national average of 86.9 per cent and a rate of 87.6 per cent in Saskatchewan.

Victims and Safety Restraints – Section 7

Fatalities Classification

(Jan 1 to Dec 31, 2004)

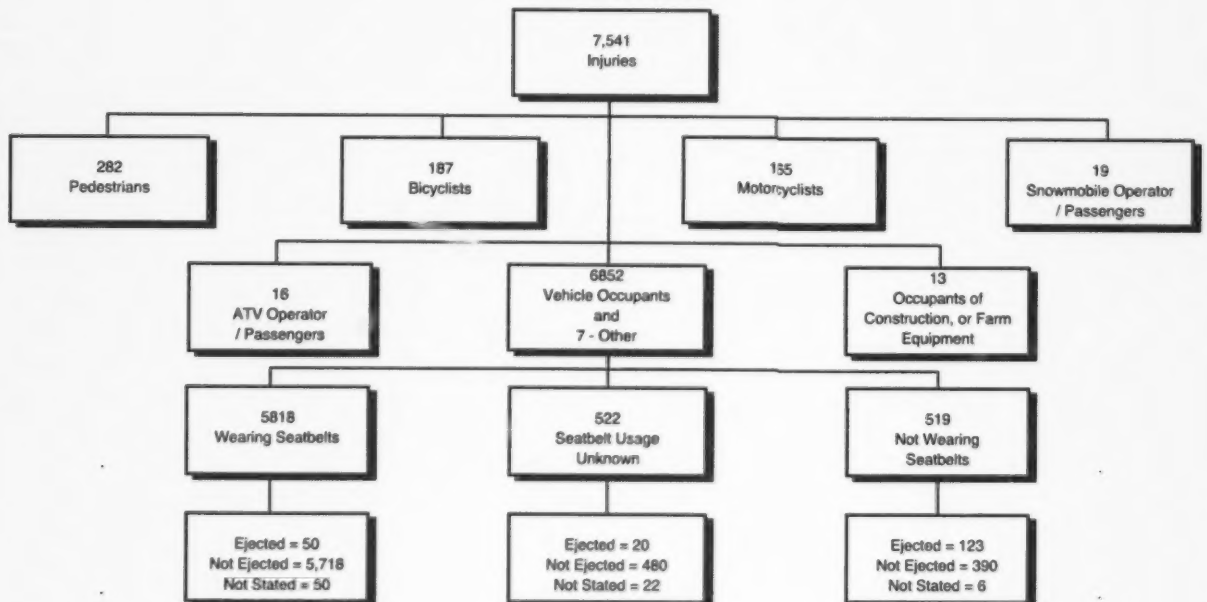
Figure 7.1



Injuries Classification

(Jan 1 to Dec 31, 2004)

Figure 7.2



Victims and Safety Restraints – Section 7

Victims Injured by Road User Class and Age Group

Figure 7.3

Category	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Motor Vehicle Driver	0	10	695	599	859	829	693	382	372	4	4,443	58.9
Motor Vehicle Passenger	86	328	574	298	319	241	192	114	153	104	2,409	31.9
Pedestrian	9	55	55	25	38	23	24	16	21	16	282	3.7
Bicyclist*	0	45	24	25	20	29	15	5	3	21	187	2.5
Motorcycle Driver	0	0	20	41	42	21	18	9	2	0	153	2.0
Motorcycle Passenger	0	1	3	1	4	2	0	0	0	1	12	0.2
Occ. of Farm or Const. Equip.	0	0	1	1	1	5	1	2	2	0	13	0.2
Snowmobiler*	1	3	4	2	4	1	2	0	0	2	19	0.3
ATV Operator*	0	1	2	3	5	2	2	1	0	0	16	0.2
Other Occupants	0	0	5	1	0	0	1	0	0	0	7	0.1
Total	96	443	1,383	996	1,292	1,153	948	529	553	148	7,541	100.0

Victims Killed by Road User Class and Age Group

Figure 7.4

Category	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Motor Vehicle Driver	0	0	5	13	9	9	9	8	13	0	66	52.4
Motor Vehicle Passenger	0	4	7	8	4	6	2	1	5	0	37	29.4
Pedestrian	0	0	3	1	3	2	3	0	2	0	14	11.1
Bicyclist*	0	0	1	0	0	0	1	1	1	0	4	3.2
Motorcycle Driver	0	0	0	0	1	1	0	0	0	0	2	1.6
Motorcycle Passenger	0	0	0	0	0	0	0	0	0	0	0	0.0
Occ. of Farm or Const. Equip.	0	0	0	1	0	0	0	0	0	0	1	0.8
Snowmobiler*	0	0	0	1	0	0	0	0	0	0	1	0.8
ATV Operator*	0	0	0	0	0	0	0	1	0	0	1	0.8
Other Occupants	0	0	0	1	0	0	0	0	0	0	1	0.8
Total	0	4	16	25	17	18	15	11	21	0	126	100.0

Victims Injured or Killed by Road User Class and Gender

Figure 7.5

Category	Victims Injured				Victims Killed			
	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
Motor Vehicle Driver	2,066	2,369	8	4,443	47	19	0	66
Motor Vehicle Passenger	926	1,479	4	2,409	19	18	0	37
Pedestrian	160	120	2	282	12	2	0	14
Bicyclist*	135	50	2	187	3	1	0	4
Motorcycle Driver	141	12	0	153	2	0	0	2
Motorcycle Passenger	3	9	0	12	0	0	0	0
Occ. of Farm or Const. Equip.	12	1	0	13	1	0	0	1
Snowmobiler*	15	3	1	19	1	0	0	1
ATV Operator*	14	2	0	16	1	0	0	1
Other Occupants	6	1	0	7	1	0	0	1
Total	3,478	4,046	17	7,541	86	40	0	126

* TAIS records only collisions on public roads. Therefore, many of the collisions involving snowmobiles and off-highway vehicles are not included in this number. Bicycle collisions are recorded only if the collision occurs with a motor vehicle on the roadway.

Victims and Safety Restraints – Section 7

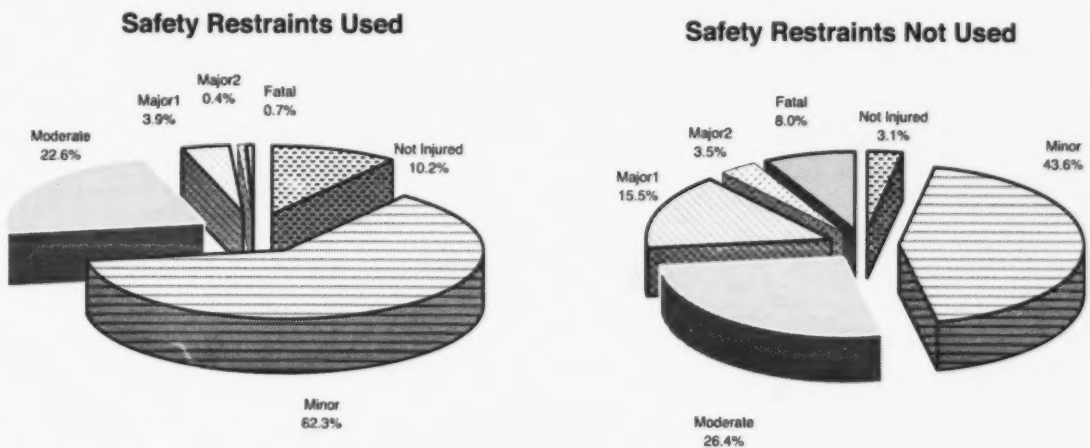
Vehicle Occupants by Injury Class and Safety Restraints Used

Figure 7.6

Injury Class	Lap/Lap & shoulder belt	Lap & shoulder w/air bag	Child restraint rear facing	Child restraint front facing with tether	Child restraint front facing w/o tether	Child booster seat	Not or Improperly used	Not Stated	Total	%
Not Injured	620	23	8	8	3	3	18	3,865	4,548	39.5
Minor	3,493	522	8	27	5	9	251	337	4,652	40.4
Moderate	1,275	191	1	7	1	1	152	148	1,776	15.4
Major 1	200	52	0	1	0	0	89	29	371	3.2
Major 2	22	3	0	0	0	0	20	8	53	0.5
Fatal	39	6	0	0	0	0	46	12	103	0.9
Total	5,649	797	17	43	9	13	576	4,399	11,503	100.0

Severity of Injury by Safety Restraint Use

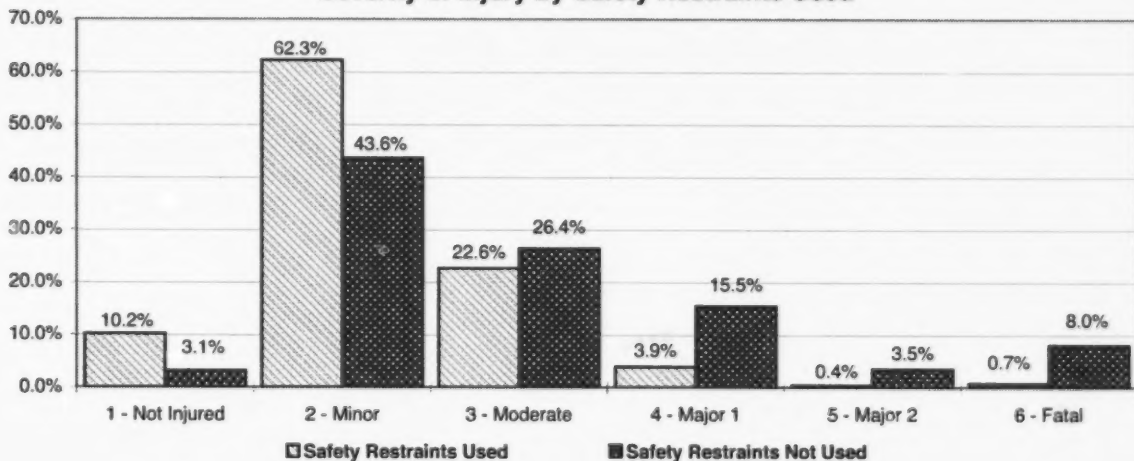
Figure 7.7



Note:

The totals used to calculate the percentage in figure 7.7 do not include occupants where seatbelt use was coded as "not stated."

Severity of Injury by Safety Restraints Used



Victims and Safety Restraints – Section 7

Vehicle Occupants by Injury Class & Age Group

Figure 7.8

Restraints Used

Injury Class	Not	Age Group								Total
	Stated	1 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76 +	
Not Injured	162	19	12	17	176	245	8	17	9	665
Minor	58	55	99	156	1,370	2,045	78	80	123	4,064
Moderate	22	9	24	41	436	801	41	33	69	1,476
Major 1	2	2	3	14	66	132	11	7	16	253
Major 2	0	1	1	4	10	7	0	0	2	25
Fatal	0	0	0	2	16	14	3	1	9	45
Total	244	86	139	234	2,074	3,244	141	138	228	6,528

Restraints Not Used

Injury Class	Not	Age Group								Total
	Stated	1 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76 +	
Not Injured	2	0	1	1	11	3	0	0	0	18
Minor	6	8	8	25	121	78	1	0	4	251
Moderate	3	3	5	17	75	46	0	1	2	152
Major 1	0	2	5	8	40	33	0	0	1	89
Major 2	0	1	0	2	11	6	0	0	0	20
Fatal	0	0	0	3	15	24	1	1	2	46
Total	11	14	19	56	273	190	2	2	9	576

Restraint Use Not Stated

Injury Class	Not	Age Group								Total
	Stated	1 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76 +	
Not Injured	167	1	1	18	1,394	1,985	82	98	119	3,865
Minor	14	5	12	21	117	144	7	6	11	337
Moderate	3	0	0	8	63	70	0	1	3	148
Major 1	0	0	0	2	11	13	0	0	3	29
Major 2	0	0	0	1	2	4	1	0	0	8
Fatal	0	0	0	1	4	7	0	0	0	12
Total	184	6	13	51	1,591	2,223	90	105	136	4,399

Injury Classification

Figure 7.9

- 1 Not Injured no visible signs or any complaint of injury
- 2 Minor minor complaint of injury by victim but no apparent incapacitation
- 3 Moderate an injury other than a fatal injury or an incapacitating injury, which is evident to observers at the scene of the collision
- 4 Major 1 an injury other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred
- 5 Major 2 an injury from which the victim enters into unconsciousness at, or when taken from, the collision scene
- 6 Fatal death within 30 days as a result of injuries incurred in the traffic collision

Vehicle Occupants

Vehicle Occupant driver or passenger of a car, truck, van, power unit, bus, emergency vehicle or motorhome

Fatal Collisions – Section 8

Fatal Collisions

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Fatal Collisions – Section 8

Fatal Collisions

This section has been added to provide a more detailed look at fatal collisions that occurred in 2004.

Figure 8.1 provides a breakdown of the fatalities by road user class, day of week, time of day and type of roadway.

The detailed listing in figure 8.2 shows some of the individual factors and a brief description of each of the 105 fatal collisions that occurred during 2004.

Deaths of unbelted occupants

- Forty-six unbelted vehicle occupants were killed in 2004. This represents 45 per cent of all vehicle occupant deaths.
- Age and gender of those not using seatbelts.

Age of victim	Male	Female
Under 16	3	0
16-24	6	5
25-54	16	8
55 and older	6	2

Deaths of belted occupants

- Forty-five belted vehicle occupants were killed in 2004. This represents 44 per cent of occupants.
- Age and gender of those using seatbelts

Age of victim	Male	Female
Under 16	1	1
16-24	11	5
25-54	4	5
55 and older	13	5

Deaths where seatbelt use was not known

- Age and gender of those where seatbelt was not known

Age of victim	Male	Female
Under 16	0	1
16-24	1	3
25-54	4	2
55 and older	1	0

2004 FATAL SUMMARY

Figure 8.1

SUMMARY: For the year ending Dec. 31, 2004, there were 126 traffic fatalities in Saskatchewan. These 126 fatalities consisted of 103 vehicle occupants, 14 pedestrians, four bicyclists, two motorcyclists, one operator of an ATV, a snowmobile and a construction/farm equipment operator.

1. Pedestrian Summary:

- 14 pedestrian deaths
- Nine on provincial highways
- Four on urban streets
- One on rural roads
- In five of the cases, the pedestrian had been drinking and in two of those cases both driver and pedestrian had been drinking.
- In all but one case the pedestrian action was listed as the main contributing factor.

2. Bicyclist Summary:

- There were four bicycle deaths in 2004.
- Three occurred on urban streets and one on a provincial highway

3. Motorcyclist Summary:

- Two motorcyclists were killed in 2004 and both incidents occurred on a provincial highway

4. Snowmobile/ATV Operator Summary:

- An ATV operator and snowmobile operator and the operator of construction/farm equipment died in 2004. All three incidents involved alcohol.

5. Vehicle Occupant Summary:

- In 2004 there were 103 vehicle occupant deaths. Forty-five were using safety restraint 46 were not. Seatbelt usage for the remaining 12 was not known.

Seatbelt Used: 45 deaths

- ☐ Seven were in the vehicle of a drinking driver.
- ☐ Type of vehicle the occupant was in:
 - 24 passenger cars
 - 19 pickup trucks, vans or SUV's
 - 3 semi tractor units or large trucks

Seatbelt Not or Improperly Worn: 46 deaths

- ☐ Thirty-one were in the vehicle of a drinking driver
- ☐ Thirty of the victims were in single vehicle crashes.
- ☐ Type of vehicle the occupant was in:
 - 14 passenger cars
 - 31 pickup trucks, vans or SUV's
 - 1 large straight trucks or semi-tractor units

Fatal Collisions – Section 8

Seatbelt Use Not Known or Not Stated: 12 deaths

- ☐ Three were in the vehicle of a drinking driver
- ☐ Type of vehicle the occupant was in:
 - ☐ 6 passenger cars
 - 2 pickup trucks, vans or SUV's
 - 2 large straight trucks or semi-tractor units
 - 2 were in buses

6. 2004 Traffic Deaths by Day of Week:

- ☐ Sunday 13
- ☐ Monday 9
- ☐ Tuesday 15
- ☐ Wednesday 18
- ☐ Thursday 28
- ☐ Friday 22
- ☐ Saturday 21

7. 2004 Traffic Deaths by Time of Day:

Hour	Deaths	Hour	Deaths
Midnight to 0:59 a.m.	2	Noon to 0:59 p.m.	9
1 a.m. to 1:59 a.m.	3	1 p.m. to 1:59 p.m.	3
2 a.m. to 2:59 a.m.	4	2 p.m. to 2:59 p.m.	8
3 a.m. to 3:59 a.m.	1	3 p.m. to 3:59 p.m.	10
4 a.m. to 4:59 a.m.	3	4 p.m. to 4:59 p.m.	5
5 a.m. to 5:59 a.m.	3	5 p.m. to 5:59 p.m.	3
6 a.m. to 6:59 a.m.	6	6 p.m. to 6:59 p.m.	6
7 a.m. to 7:59 a.m.	11	7 p.m. to 7:59 p.m.	1
8 a.m. to 8:59 a.m.	8	8 p.m. to 8:59 p.m.	9
9 a.m. to 9:59 a.m.	6	9 p.m. to 9:59 p.m.	7
10 a.m. to 10:59 a.m.	5	10 p.m. to 10:59 p.m.	4
11 a.m. to 11:59 a.m.	2	11 p.m. to 11:59 p.m.	5
		Not Stated	2

8. 2004 Traffic Deaths by Type of Roadway:

- ☐ Provincial Highways 82
- ☐ Rural Roads 17
- ☐ Urban Streets 24
- ☐ Other Roads 3

Fatal Collisions – Section 8

2004 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt	Collision Description
1	Street	1	0	Yes	No Helmet	The impaired driver of a snowmobile was driving in a field and failed to see the street, hit the side of the road and flew over. Alcohol was involved in this collision.
2	Rural/Urban Hwy	2	2	No	Yes	The driver of a car lost control on the curve, slid across the centre-line and was struck by an oncoming van. The car was broken in two, resulting in the death of two passengers, one of which was ejected.
3	Street	1	0	Yes	Ped	The driver of a pickup struck a pedestrian who was walking in the centre area of the driving lane. Both the driver and pedestrian had been drinking.

January summary: Four people were killed in three different collisions. Two involved alcohol.

4	Rural/Urban Hwy	1	3	No	1 - Yes 3 - No	The driver of a car failed to stop at a stop sign, collided with the loaded school bus. The driver of the car was killed as a result.
5	Rural/Urban Hwy	1	0	Yes	Ped	An intoxicated pedestrian was run over by a pickup while lying on the driving lane of the highway.
6	Grid Road	1	0	Yes	No	The impaired driver of a van left the road, hit the embankment and rolled. As a result, the driver was ejected and killed.
7	Rural/Urban Hwy	1	0	No	No	The driver of a pickup slid into the ditch due to the icy road surface. The vehicle rolled and the driver was ejected and killed.

February summary: Four people were killed in four different collisions. Two involved alcohol.

8	Rural/Urban Hwy	1	2	Yes	Yes	The driver of a car lost control on the icy road surface, went in the oncoming lane and was struck by a second car. The second car was then rear ended by a third car. As a result, the driver of the first car was partially ejected and killed. Alcohol was involved in the collision.
9	Rural/Urban Hwy	1	0	No	Yes	The driver of a pickup lost control on black ice and rolled into the median on the roof.
10	Rural/Urban Hwy	1	0	Yes	No	The impaired driver of a car lost control, entered the ditch and rolled. The driver was ejected and the vehicle landed on him.
11	Rural/Urban Hwy	1	2	No	Yes	The driver of a car rear-ended a semi while the semi was trying to stop. In a chain reaction, several passenger vehicles and the semi collided. As a result, the driver of the car was killed.
12	Rural/Urban Hwy	1	3	No	Yes	The first car hit the back end of the third car while it was waiting to turn left. The third car then skidded into the opposite lane and was struck by the second car. The driver of the third car was killed.
13	Rural/Urban Hwy	2	2	Yes	2 - Yes 2 - No	The impaired driver of a car entered the divided highway on the wrong side and collided head on with a semi. The two occupants of the car were ejected and killed.
14	Lane	1	0	Yes	No	The impaired driver of a car made a left turn at a high rate of speed. The rear passenger was ejected from the car and was struck by the rear wheels.

Fatal Collisions – Section 8

2004 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt	Collision Description
15	Street	1	0	No	Not Known	The driver of a pickup was blinded by the sun and did not see the cyclist in front of the vehicle. The pickup struck the cyclist from behind.

March summary: Nine people were killed in eight different collisions. Four involved alcohol.

16	Rural/Urban Hwy	1	3	Yes	No	The impaired driver of a pickup lost control, and rolled into the ditch in a construction area. One passenger was ejected and died.
17	Grid Road	1	0	Yes	No	The impaired driver of a van lost control after hitting a guard rail. The vehicle rolled and the driver was ejected.
18	Rural/Urban Hwy	2	2	Yes	No	The impaired driver of a pickup lost control, wandered into the ditch and rolled several times down the hill. Three people were ejected and two of them died, including the driver.
19	Grid Road	1	0	Yes	Yes	The impaired driver of a car lost control, entered the ditch and rolled. The driver died at scene.
20	Rural/Urban Hwy	1	0	No	Yes	The driver of a pickup lost control on a slushy road, entered the ditch and rolled. The driver died at the scene.
21	Rural/Urban Hwy	1	0	No	No	The driver of a van pulled out to pass another vehicle and collided with a pickup that was slowing down to turn left.
22	Rural/Urban Hwy	1	0	Yes	Ped	The intoxicated victim jumped on the hood of a car. The car stopped and the victim fell off, suffering fatal internal injuries.
23	Street	1	0	No	Ped	A pedestrian was struck by a car while crossing a street between intersections. The car was travelling at a high rate of speed at the time of the collision.
24	Rural/Urban Hwy	1	1	No	No	The driver of a semi lost control of the vehicle after the load shifted on the trailer. The semi went into the ditch and overturned.

April summary: Ten people were killed in nine different collisions. Five involved alcohol.

25	First Nation's Land	1	5	Yes	No	The impaired driver of a pickup was operating his vehicle at a high rate of speed when he lost control, went into the ditch and rolled. Five people were ejected including the deceased passenger.
26	Grid Road	1	0	No	Yes	The driver of a pickup lost control due to excessive speed, hit ditch on passenger side and rolled several times. The driver was killed in the collision.
27	Rural/Urban Hwy	1	0	Yes	Yes	The impaired driver of a car went off the road, entered the ditch, hit a bank and landed upside down in the water.
28	Grid Road	2	0	No	Yes	The driver of a truck failed to yield the right of way at an uncontrolled intersection and was struck by a car. The two occupants of the car were killed.
29	Street	1	0	No	Ped	An elderly pedestrian was struck by a truck while walking onto the driving lane.

Fatal Collisions – Section 8

2004 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt	Collision Description
30	Street	1	0	No	Yes	The driver of a pickup ran a red light, struck a car which bumped into another stopped pickup. As a result, the driver of the car was killed.
31	Rural/Urban Hwy	1	5	No	4 - Yes 2 - No	The driver of a car proceeded from a stop sign into the path of another car. The driver of the first car was killed.
32	Street	1	2	No	2 - Yes 1 - No	The driver of a car failed to stop at a stop sign and was struck by a pickup.
33	Rural/Urban Hwy	2	0	No	Yes	The driver of a semi lost control, went across the lane and overturned into the ditch, crushing both occupants.
34	Rural/Urban Hwy	1	3	No	Yes	The driver of a pickup failed to stop at a stop sign and collided with a van at an intersection.

May summary: Twelve people were killed in 10 different collisions. Two involved alcohol.

35	First Nation's Land	1	1	Yes	No	The impaired driver of a car lost control on a grid road and rolled into the ditch killing the driver.
36	Rural/Urban Hwy	1	0	No	Helmet Worn	The driver of a car left the stop sign to cross a highway and struck the driver's side of a motorcycle.
37	Rural/Urban Hwy	1	2	No	2 - Yes 1 - No	The driver of a van lost control, slid sideways into the ditch and rolled. The front passenger was ejected and killed.
38	Grid Road	1	0	No	Yes	The driver of a van lost control and entered the ditch. The van caught on fire but the driver was able to crawl out. The driver later died from injuries.
39	Grid Road	1	0	Yes	Ped	An intoxicated pedestrian was pushing a bicycle close to the centre of the roadway while wearing dark clothing. The pedestrian was struck and killed by the driver of a pickup that did not see him/her.
40	Street	1	0	No	No Helmet	A bicyclist failed to yield the right-of-way and was struck by a van.
41	Grid Road	1	0	Yes	No Helmet	The driver of an ATV lost control on a curve and rolled. Alcohol was a factor in the collision.

June summary: Seven people were killed in seven different collisions. Three involved alcohol.

42	Rural/Urban Hwy	6	9	Yes	4 - No 8 - Yes 3 - UK	The impaired driver of a car rear-ended a second car that was stopped at an intersection waiting to make a left turn. This caused a chain reaction, resulting in six people killed and nine injured.
43	Grid Road	1	0	Yes	Not Known	The impaired driver of farm equipment lost control, went through the wooden bridge rails and rolled into the river.
44	Rural/Urban Hwy	1	0	No	Yes	The driver of a car crossed over into the oncoming lane and was struck head on by a semi. The third car, following the semi, was damaged with debris. The driver of the first car was killed.
45	Rural/Urban Hwy	1	1	No	Yes	The driver of a car struck another car broadside as it attempted to enter the highway. The driver of the second car was killed.
46	Rural/Urban Hwy	1	1	No	No Helmet	The driver of a pickup struck two cyclists from behind when trying to drive between them. One cyclist was killed.

Fatal Collisions – Section 8

2004 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt	Collision Description
47	Rural/Urban Hwy	1	0	No	Yes	The driver of a car swerved into the oncoming lane and struck a semi head on. The driver of the car was killed.
48	Rural/Urban Hwy	1	0	No	Yes	The driver of a pickup was struck by a semi on driver's side when he attempted to cross the highway. The pickup then spun around hitting a truck and spun around again coming to a stop on the curb. The driver of the pickup was killed.
49	Rural/Urban Hwy	3	3	No	Yes	The driver of a pickup crossed over into the ditch. A van attempted to avoid the pickup but they collided head on in the ditch. The driver and two passengers of the van were killed.

July summary: Fifteen people were killed in eight different collisions. Two involved alcohol.

50	Rural/Urban Hwy	1	2	No	Yes	The driver of car failed to yield at the intersection of two highways and was struck by a pickup.
51	Grid Road	1	0	Yes	Yes	The impaired driver of a pickup entered the ditch, flipped and ended up on the roof. The passenger was killed and the driver was not injured.
52	Rural/Urban Hwy	1	0	No	Helmet Worn	The driver of a motorcycle lost control and crashed into the ditch.
53	Rural/Urban Hwy	1	0	No	Not known	The driver of a truck went off the right side of a road, corrected to the left and rolled onto roof in the left ditch.
54	Rural/Urban Hwy	1	0	Yes	Ped	A pedestrian crossed the highway and was struck and killed by a semi. The pedestrian had been drinking.
55	Grid Road	1	1	Yes	1 - Yes 1 - No	The impaired driver of a pickup lost control of the vehicle and rolled. The driver was not wearing a seatbelt and was ejected.
56	Grid Road	1	1	Yes	No	The impaired driver of a van lost control at high speeds, entered the ditch and rolled. The driver was not wearing a seatbelt and was ejected.
57	Street	2	0	No	Yes	The driver of a semi failed to stop for stop light and struck a van at the intersection. The driver and the passenger of the van were killed.
58	Rural/Urban Hwy	1	0	No	Ped	A pedestrian was struck by a car while walking too close to the driving lane.
59	Grid Road	1	3	Yes	No	The impaired driver of a pickup hit an approach, rolled into the ditch and was killed.
60	Grid Road	1	0	Yes	Not known	The impaired driver of a car lost control, skidded into the ditch and rolled several times. The driver was ejected.
61	Rural/Urban Hwy	1	3	No	Yes	The driver of a slow moving pickup was struck by a car from behind. The passenger of the pickup was killed.
62	Rural/Urban Hwy	1	2	Yes	Yes	The driver of a pickup crossed the centreline and collided head on with a semi and then a van. The driver of the pickup was killed. Alcohol was involved in the collision.
63	Rural/Urban Hwy	1	0	No	Ped	A pedestrian was hit by a pickup while standing in the driving lane of a highway.

August summary: Fifteen people were killed in 14 different collisions. Seven involved alcohol.

Fatal Collisions – Section 8

2004 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt	Collision Description
64	Rural/Urban Hwy	1	1	No	1 - Yes 1 - No	The driver of a car crossed the centre line into the path of an oncoming semi. The driver of the car was killed.
65	Rural/Urban Hwy	2	0	Yes	No	The impaired driver of a pickup lost control and rolled in the ditch. Both occupants were ejected and killed.
66	Grid Road	1	0	Yes	No	The impaired driver of a pickup lost control, entered the ditch and rolled twice. The driver was ejected and killed.
67	Rural/Urban Hwy	4	5	No	3 - No 4 - Yes 2 - UK	The driver of a pickup drove through the centre median and collided head on with a semi. The third vehicle, a car ran into the engine that came out of the pickup. The five people from the pickup were ejected, including the four deceased.
68	Grid Road	1	0	Yes	No	The impaired driver of a pickup lost control, went off a road and rolled. The driver was ejected.
69	Rural/Urban Hwy	1	0	Yes	No	The impaired driver of a van lost control and rolled in the ditch after crossing the oncoming lane. The driver was ejected.
70	Street	1	1	Yes	1 - Yes 1 - No	The impaired driver of a pickup lost control due to speed, slid sideways and rolled. The front seat passenger was ejected and injured, the rear seat passenger was killed.
71	Rural/Urban Hwy	1	1	No	Yes	The driver of a pickup lost control and hit the ditch, rolling several times.
72	5	1	0	No	Not known	The driver of a pickup attempted to cross the railway tracks and collided with the train. The driver of the pickup was ejected and died.
73	Rural/Urban Hwy	1	0	No	No	The driver of a van went off a road, hit approach and rolled. The driver was partially ejected and killed.
74	Rural/Urban Hwy	1	0	No	Ped	A pedestrian was struck by a semi while walking on the roadway.
75	Rural/Urban Hwy	1	0	No	Not known	The driver of a semi failed to negotiate turn going onto an overpass from the highway. The vehicle hit the guardrail and came to rest on the highway where it burned.
76	Street	1	2	Yes	Yes	The driver of a car rolled the vehicle and come to rest on the gravel roadway. The passenger was ejected and died.
77	Rural/Urban Hwy	1	0	No	Yes	The driver of a truck lost control and rolled into the ditch.
78	Rural/Urban Hwy	1	1	No	Yes	The driver of a car lost control, entered the ditch and rolled. The passenger was killed.

September summary: Nineteen people were killed in 15 different collisions. Six involved alcohol.

79	Rural/Urban Hwy	2	1	Yes	1 - Yes 2 - No	The impaired driver of a car was in the oncoming lane and collided with another car head on. The second car rolled and burned. Both drivers were killed.
80	Grid Road	1	1	No	1 - No 1 - Yes	The driver of a pickup struck a semi from behind and was dragged by the semi.
81	First Nation's Land	1	1	No	No	The driver of a car lost control, entered the ditch and rolled. Both the driver and passenger were ejected and the driver was killed.

Fatal Collisions – Section 8

2004 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt	Collision Description
82	Street	1	0	No	No Helmet	The driver of a car struck a cyclist who was crossing on the wrong side of the road against the traffic light.
83	Street	1	0	No	Yes	The driver of a pickup lost control, went off a road and hit two parked vehicles.
84	Rural/Urban Hwy	2	4	No	No	The driver of a bus crossed the centre line and was struck by a semi. The driver and one passenger of the bus were killed.
85	Grid Road	1	0	Yes	No	The impaired driver of a pickup lost control, entered the ditch and rolled. The driver was ejected and killed.
86	Street	1	0	Yes	Ped	A pedestrian was struck by a car in a crosswalk. Alcohol was involved in this collision.
87	Rural/Urban Hwy	1	2	No	2 - Yes 1 - No	The driver of a van lost control, entered the ditch, slid sideways and rolled several times. The passenger, who died, was ejected and was not wearing a seatbelt.
88	Rural/Urban Hwy	1	1	No	Yes	The driver of a car lost control on an icy and snow packed road, crossed the centre line and was struck by an oncoming van. The driver of the car was killed.
89	Rural/Urban Hwy	1	2	Yes	2 - Yes 1 - No	The driver of a pickup lost control on the slushy road, entered the ditch, rolled onto the passenger side. The driver was killed as a result.
90	Rural/Urban Hwy	1	1	No	Yes	The driver of a car lost control due to the slippery road conditions, went into the oncoming lane and was hit by a van. The driver of the car was killed.
91	Rural/Urban Hwy	1	2	Yes	No	The impaired driver of a pickup swerved into the ditch, over corrected entering the other ditch and rolled five times. All three occupants were ejected including a passenger who was killed.
92	Rural/Urban Hwy	1	2	Yes	2 - Yes 1 - No	The driver of a car failed to stop at the T junction of the highway, went through the junction and struck a power pole. One passenger was killed.

October summary: Sixteen people were killed in 14 different collisions. Six involved alcohol.

93	Grid Road	2	1	No	2 - Yes 1 - No	The driver of a van failed to yield at a yield sign, was struck by an oncoming van. The driver of the first van was killed as a result.
94	Rural/Urban Hwy	1	0	Yes	Yes	The impaired driver of a pickup drifted over into the ditch, over corrected and landed in the opposite ditch. The vehicle flipped several times.
95	Rural/Urban Hwy	1	0	No	Ped	A pedestrian was hit by a pickup on the highway. The pedestrian was walking in the same direction as the pickup when struck.
96	Grid Road	1	5	Yes	No	The impaired driver of a car hit the shoulder of a road, over corrected and rolled into the ditch. All the occupants were ejected including the driver who died.
97	Grid Road	1	0	Yes	No	The impaired driver of a car lost control, swerved several times, hit the ditch and rolled. The driver was ejected and died.
98	Street	1	0	No	Yes	The driver of a car was operating his vehicle at a high rate of speed when he collided with another car. The driver of the second car was killed.

Fatal Collisions – Section 8

2004 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt	Collision Description
99	Grid Road	1	0	Yes	No	The impaired driver of a pickup was travelling on a grid road, collided with a parked tractor on the opposite side of the road. The driver of the pickup was partially ejected and died.

November summary: Eight people were killed in seven different collisions. Four involved alcohol.

100	Rural/Urban Hwy	1	5	No	3 - Yes 3 - No	The driver of a pickup drove into an oncoming lane, was struck by another pickup head on. The driver of the first pickup was partially ejected and killed.
101	Rural/Urban Hwy	1	0	Yes	No	The driver of a pickup collided with a semi while crossing the highway. Alcohol was a factor in this collision.
102	Rural/Urban Hwy	1	0	No	Ped	The driver of a car lost control and entered the ditch. The driver got out of the car and was struck by a pickup.
103	Rural/Urban Hwy	2	1	No	2 - Yes 1 - No	The driver of a car failed to stop at an intersection, crossed the highway and was struck by a pickup. The driver and the passenger of the car were killed in the collision.
104	Rural/Urban Hwy	1	1	No	1 - Yes 1 - No	The driver of a pickup lost control and rolled into the ditch due to the slippery road conditions. The passenger was not wearing a seatbelt and was ejected.
105	Rural/Urban Hwy	1	0	No	Ped	A pedestrian was walking in the traveled part of highway and walked out in front of a pickup.

December summary: Seven people were killed in six different collisions. One involved alcohol.

Pedestrians

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Pedestrians – Section 9

Pedestrians

2004 Quick Facts on Pedestrian Collisions

- 14 pedestrians were killed and 45 seriously injured in 2004 as compared to 16 deaths and 63 injuries in 2003.
- Pedestrian action was the contributing factor in 10 of the 14 deaths in 2004.
- In six of the fatal collisions the pedestrian had been drinking. In two cases the driver had been drinking.
- 21.6 per cent of the pedestrians injured or killed were under the age of 15.
- 77.4 per cent of pedestrians were injured or killed in a city (refer to Figure 11.4 on page 100 for individual city breakdowns).
- Over 34 per cent of the pedestrians were hit while trying to cross at an intersection, and 20.6 per cent were hit after running onto the roadway.
- Most pedestrian collisions occurred in late afternoon and early evening. The highest hourly total occurred between 3 and 4 p.m.
- Saturday was the worst day for pedestrian collisions and September was the worst month.

Pedestrians – Section 9

Pedestrians Injured or Killed by Age Group

Figure 9.1

	Age Group										Not Stated		
	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Total		%	
Injured	9	55	55	25	38	23	24	16	21	16	282	95.3	
Killed	0	0	3	1	3	2	3	0	2	0	14	4.7	
Total	9	55	58	26	41	25	27	16	23	16	296		
%	3.0	18.6	19.6	8.8	13.9	8.4	9.1	5.4	7.8	5.4		100.0	

Pedestrians Injured or Killed by Action and Age Group

Figure 9.2

	Age Group											
	0 -	5 -	15 -	20 -	25 -	35 -	45 -	55 -		Not		
Action *	4	14	19	24	34	44	54	64	65 +	Stated	Total	%
At Int Xing with ROW	0	9	9	8	12	8	12	9	8	5	80	27.0
At Int Xing without ROW	0	1	2	2	2	0	3	0	5	1	16	5.4
At Int, Xing No Traffic Control	0	0	1	0	1	1	1	1	1	0	6	2.0
Xing Road between Int	0	5	4	1	5	1	4	0	1	1	22	7.4
Walking, Facing Traffic	1	1	2	0	2	1	1	0	0	0	8	2.7
Walking with Traffic	0	1	10	1	2	4	0	0	0	1	19	6.4
On Sidewalk or Median	0	3	5	0	2	0	0	0	2	2	14	4.7
Walking on Roadway	0	0	4	0	1	2	1	1	1	2	12	4.1
From Behind Vehicle	0	2	4	0	3	0	1	0	1	0	11	3.7
Running into Road	3	26	9	9	4	4	1	1	1	3	61	20.6
Getting on/off Other Vehicle	1	3	0	0	2	0	0	1	1	0	8	2.7
Working on Vehicle	0	0	0	1	0	0	1	0	0	0	2	0.7
Playing on Roadway	3	1	2	0	0	1	0	0	0	1	8	2.7
Working on Roadway	0	0	0	1	2	0	0	0	0	0	3	1.0
Lyin.g on Roadway	0	0	1	2	0	0	0	0	0	0	3	1.0
Hitchhiking	0	0	0	0	1	0	0	0	0	0	1	0.3
Skateboarding	0	0	2	0	0	0	0	0	0	0	2	0.7
Wheelchair on Road	0	0	0	0	0	0	1	0	1	0	2	0.7
Not Stated	1	3	3	1	2	3	1	3	1	0	18	6.1
Total	9	55	58	26	41	25	27	16	23	16	296	100.0

*Int = Intersection, Xing = Crossing, ROW = Right of Way

Pedestrians Injured or Killed by Road System

Figure 9.3

Road System	Injured	%	Killed	%	Total	%
Street/Lane	252	85.1	4	1.4	256	86.5
Rural/Urban Highways	10	3.4	9	3.0	19	6.4
Rural/Municipal & Grid Roads	5	1.7	1	0.3	6	2.0
Other Roads (First Nations Land)	15	5.1	0	0.0	15	5.1
Total	282	95.3	14	4.7	296	100.0

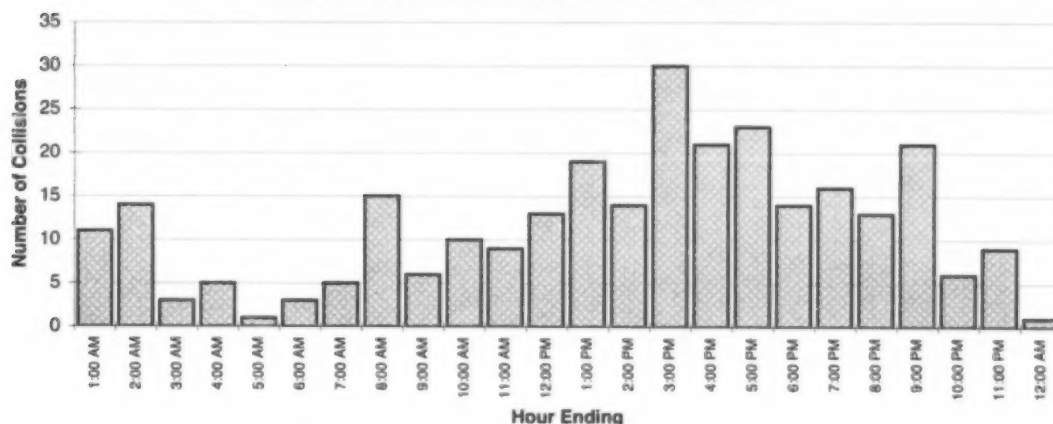
Pedestrians – Section 9

Pedestrian Collisions by Time of Day

Figure 9.4

Hour of Collision	Collisions	Hour of Collision	Collisions
Midnight to 0:59 a.m.	11	1 p.m. to 1:59 p.m.	14
1 a.m. to 1:59 a.m.	14	2 p.m. to 2:59 p.m.	30
2 a.m. to 2:59 a.m.	3	3 p.m. to 3:59 p.m.	21
3 a.m. to 3:59 a.m.	5	4 p.m. to 4:59 p.m.	23
4 a.m. to 4:59 a.m.	1	5 p.m. to 5:59 p.m.	14
5 a.m. to 5:59 a.m.	3	6 p.m. to 6:59 p.m.	16
6 a.m. to 6:59 a.m.	5	7 p.m. to 7:59 p.m.	13
7 a.m. to 7:59 a.m.	15	8 p.m. to 8:59 p.m.	21
8 a.m. to 8:59 a.m.	6	9 p.m. to 9:59 p.m.	6
9 a.m. to 9:59 a.m.	10	10 p.m. to 10:59 p.m.	9
10 a.m. to 10:59 a.m.	9	11 p.m. to 11:59 p.m.	1
11 a.m. to 11:59 a.m.	13	Not Stated	14
Noon to 0:59 p.m.	19	Total	296

Pedestrian Collisions by Hour of Collision

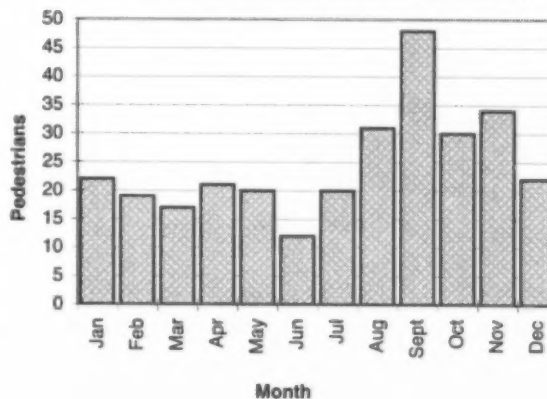


Pedestrian Collisions by Month

Figure 9.5

Month	Collisions
January	22
February	19
March	17
April	21
May	20
June	12
July	20
August	31
September	48
October	30
November	34
December	22
Total	296

Pedestrian Collisions By Month



Alcohol

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Alcohol – Section 10

Alcohol

Drinking and driving remains the number one contributing factor in fatal collisions in Saskatchewan. SGI is continuously working on solutions to help resolve this serious traffic safety issue. There are serious consequences for drinking and driving.

Driver's licence suspension periods apply if you are convicted of driving with a blood alcohol level over .08, impaired driving or failure to provide a breath sample. In Saskatchewan, the first conviction of any of the above offences will result in a driver's licence suspension for a period of one year. A second offence results in a three-year licence suspension and any subsequent offence results in a five-year licence suspension. Fines for these offences start at \$600, with no maximum.

If you are at fault for a collision while driving impaired, you also have no insurance coverage for the damage to your vehicle or to others' vehicles or property.

Before a driver's licence can be reinstated, the driver must attend a mandatory addiction screening and assessment, and complete any education or recovery program recommended by their addictions counsellor.

First-time drinking and driving offenders who have successfully completed their required addiction screening and all education or recovery programs may be eligible to participate in the Ignition Interlock Program.

Administrative Sanctions

New drivers who consume any amount of alcohol and drive receive a 30-day suspension and must attend a Driving Without Impairment (DWI) course for the first occurrence. Subsequent occurrences result in a 90-day suspension and mandatory addictions screening and an education or recovery program recommended by a drug and alcohol counsellor before the driver's licence will be reinstated.

Experienced drivers with a blood alcohol level over .04 receive a 24-hour driver's licence suspension. A second 24 hour suspension is extended to a 15 day driver's licence suspension. The driver is also required to attend a DWI course if a second 24-hour suspension is incurred. Subsequent occurrences result in a 90-day suspension, addictions screening and a recommended education or recovery program.

All drivers who are charged with a blood alcohol level exceeding .08 or refusing a breath test will be subject to a 90-day suspension. The individual receives an immediate 24-hour suspension and seven-day driving permit if the driver had a valid driver's licence. The 90-day administrative suspension begins after the expiry of the seven-day driving permit.

Police now have a new tool for detecting impairment. The Standardized Field Sobriety Test (SFST) is a series of tests that detect if a driver is impaired by alcohol and/or drugs. Failing or refusing to take the SFST results in an immediate 24 hour driver's licence suspension.

Alcohol – Section 10

Number of Collisions and Victims Involving Alcohol by Year

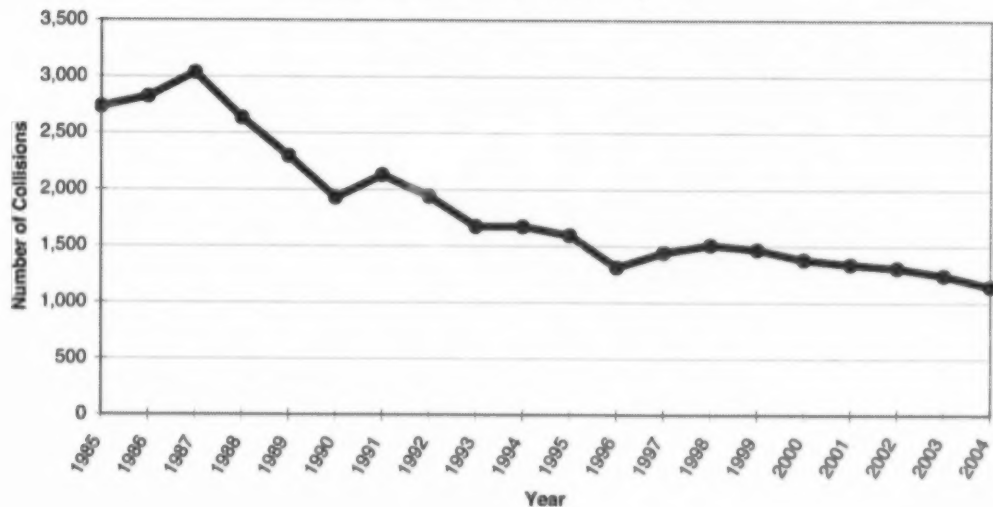
Figure 10.1

Year	Number of Collisions				Number of Victims		
	Property Damage Only	Personal Injury	Fatal	Total	Injured	Killed	Total
1985	1,774	891	68	2,733	1,548	77	1,625
1986	1,844	884	95	2,823	1,559	113	1,672
1987	1,957	985	94	3,036	1,733	123	1,856
1988	1,694	877	63	2,634	1,511	81	1,592
1989	1,498	729	68	2,295	1,255	76	1,331
1990	1,263	606	58	1,927	1,036	65	1,101
1991	1,344	707	77	2,128	1,215	88	1,303
1992	1,197	685	55	1,937	1,265	64	1,329
1993	961	653	59	1,673	1,126	70	1,196
1994	966	654	52	1,672	1,142	57	1,199
1995	980	558	56	1,594	991	61	1,052
1996	766	507	38	1,311	901	47	948
1997	829	565	47	1,441	1,062	58	1,120
1998	891	566	51	1,508	1,013	59	1,072
1999	850	555	64	1,469	993	86	1,079
2000	788	553	39	1,380	952	47	999
2001	805	465	68	1,338	834	79	913
2002	749	510	48	1,307	821	51	872
2003	705	477	58	1,240	807	63	870
2004	633	466	44	1,143	801	53	854

Minimum reporting limits for property damage only collisions were \$200 prior to 1984, \$500 as of January 1, 1984 and \$1,000 as of January 1, 1993.

Alcohol involvement in fatal traffic collisions is confirmed through the reporting police agency and Coroner's Office after all investigation and lab testing has been completed. This procedure is not done for injury and property damage only collisions.

Alcohol Involved Collisions by Year



Alcohol – Section 10

Per cent of Collisions and Victims Involving Alcohol by Year

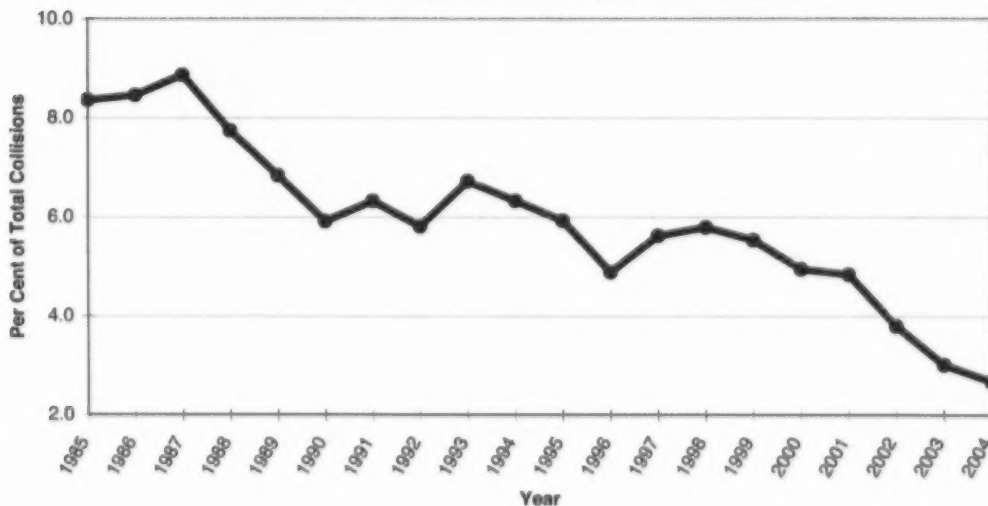
Figure 10.2

Year	Per cent of Collisions				Per cent of Victims		
	Property Damage Only	Personal Injury	Fatal	Total	Injured	Killed	Total
1985	6.6	15.5	38.8	8.4	18.3	36.0	18.7
1986	6.8	14.9	45.9	8.5	17.7	46.1	18.4
1987	7.0	16.0	48.7	8.9	19.0	52.1	19.8
1988	6.1	14.7	39.4	7.7	17.3	40.5	17.8
1989	5.4	13.2	42.0	6.8	15.4	39.6	16.0
1990	4.6	11.4	42.3	5.9	13.5	42.2	14.1
1991	4.7	13.5	51.0	6.3	15.9	51.5	16.6
1992	4.3	12.8	43.3	5.8	15.7	44.8	16.2
1993	5.0	11.9	44.0	6.7	14.0	45.8	14.6
1994	4.7	11.6	38.8	6.3	13.9	37.7	14.4
1995	4.5	11.1	41.5	5.9	13.3	38.9	13.8
1996	3.5	10.7	35.8	4.9	13.2	34.8	13.6
1997	4.1	11.0	36.2	5.6	13.9	35.4	14.4
1998	4.3	11.4	40.2	5.8	14.0	40.1	14.5
1999	4.1	10.1	42.7	5.5	12.4	45.5	13.1
2000	3.5	10.2	28.5	4.9	12.1	31.1	12.5
2001	3.6	9.5	48.6	4.8	12.0	47.3	12.8
2002	2.6	10.0	39.0	3.8	11.2	37.2	11.7
2003	2.0	8.7	42.6	3.0	10.5	42.6	11.1
2004	1.7	8.6	41.9	2.7	10.6	42.1	11.2

Minimum reporting limits for property damage only collisions were \$200 prior to 1984, \$500 as of January 1, 1984 and \$1,000 as of January 1, 1993.

Alcohol involvement in fatal traffic collisions is confirmed with the reporting police agency and Coroner's Office after all investigation and lab testing has been completed. This procedure is not done for injury and property damage only collisions.

Per cent of Alcohol Involved Collisions by Year



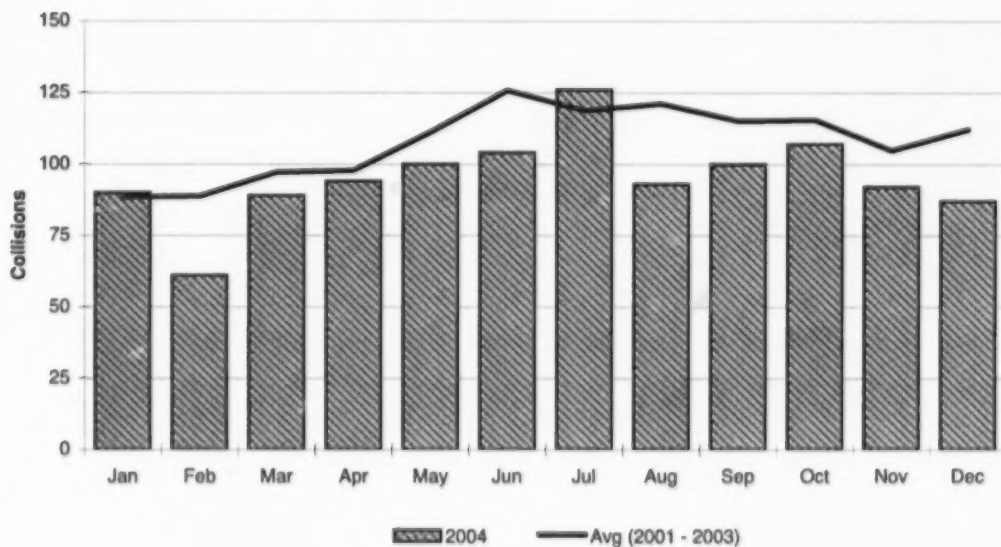
Alcohol – Section 10

Alcohol-Involved Collisions by Month and Year

Figure 10.3

Month	1999	2000	2001	2002	2003	Average 2001- 2003	2004	% Change
January	96	95	76	112	77	88.3	90	1.9
February	89	87	80	105	81	88.7	61	-31.2
March	107	103	108	94	89	97.0	89	-8.2
April	115	114	112	87	94	97.7	94	-3.8
May	138	131	116	116	101	111.0	100	-9.9
June	121	117	120	139	118	125.7	104	-17.2
July	133	133	130	104	122	118.7	126	6.2
August	131	121	118	124	121	121.0	93	-23.1
September	122	134	119	114	112	115.0	100	-13.0
October	164	133	122	108	116	115.3	107	-7.2
November	128	120	116	107	91	104.7	92	-12.1
December	125	92	121	97	118	112.0	87	-22.3
Totals	1,469	1,380	1,338	1,307	1,240	1,295.0	1,143	-11.7

Alcohol-Involved Collisions by Month



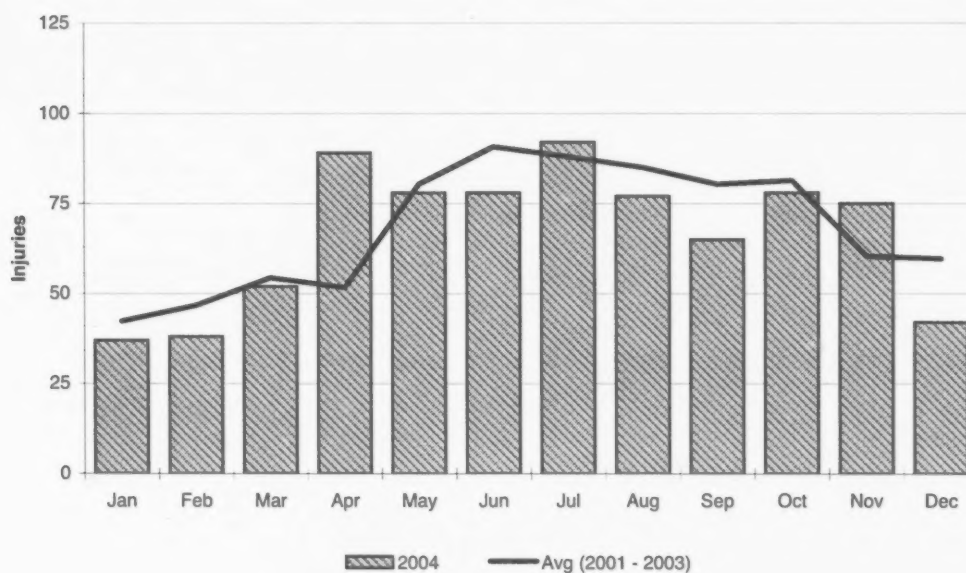
Alcohol – Section 10

Injuries Due to Alcohol-Involved Collisions by Month and Year

Figure 10.4

Month	1999	2000	2001	2002	2003	Average 2001 - 2003	2004	% *
January	45	48	32	64	31	42.3	37	-12.6
February	49	47	53	47	40	46.7	38	-18.6
March	54	80	45	67	51	54.3	52	-4.3
April	74	87	53	49	53	51.7	89	72.3
May	76	93	72	91	78	80.3	78	-2.9
June	110	92	72	101	99	90.7	78	-14.0
July	101	105	108	79	77	88.0	92	4.5
August	107	87	80	84	91	85.0	77	-9.4
September	88	85	83	71	87	80.3	65	-19.1
October	129	119	90	57	97	81.3	78	-4.1
November	89	57	78	58	45	60.3	75	24.3
December	71	52	68	53	58	59.7	42	-29.6
Totals	993	952	834	821	807	820.7	801	-2.4

Injuries Due to Alcohol-Involved Collisions by Month



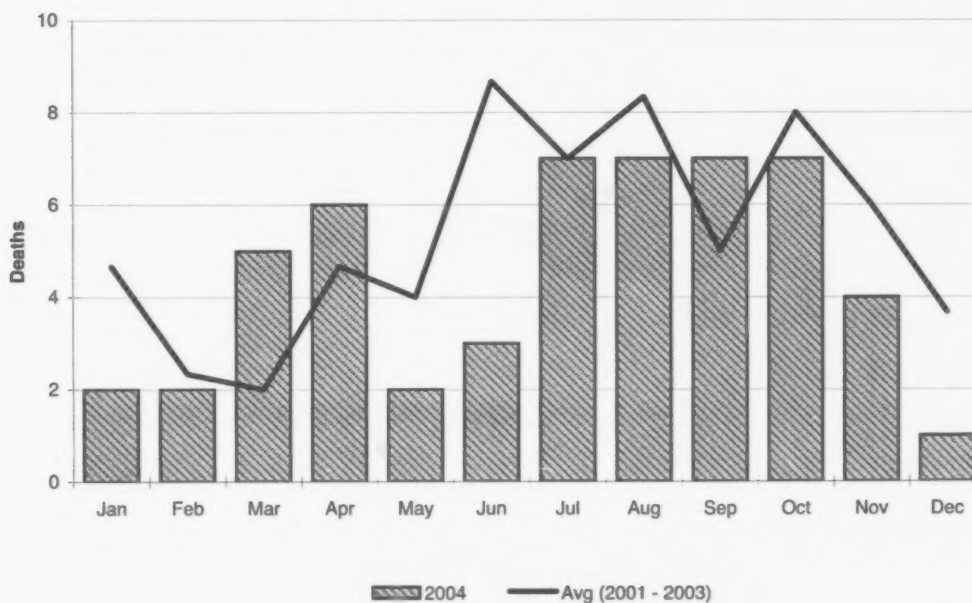
Alcohol – Section 10

Deaths Due to Alcohol-Involved Collisions by Month and Year

Figure 10.5

Month	1999	2000	2001	2002	2003	Average 2001 - 2003	2004	% *
January	2	2	3	7	4	4.7	2	-57.1
February	7	3	1	2	4	2.3	2	-14.3
March	4	1	4	0	2	2.0	5	150.0
April	11	6	7	5	2	4.7	6	28.6
May	18	4	5	4	3	4.0	2	-50.0
June	5	4	9	5	12	8.7	3	-65.4
July	8	8	8	8	5	7.0	7	0.0
August	6	4	14	1	10	8.3	7	-16.0
September	4	6	7	4	4	5.0	7	40.0
October	14	7	6	8	10	8.0	7	-12.5
November	5	2	11	4	3	6.0	4	-33.3
December	2	0	4	3	4	3.7	1	-72.7
Totals	86	47	79	51	63	64.3	53	-17.6

Deaths Due to Alcohol-Involved Collisions by Month



Alcohol – Section 10

Collisions Involving Drinking Drivers by Day of Week

Figure 10.6

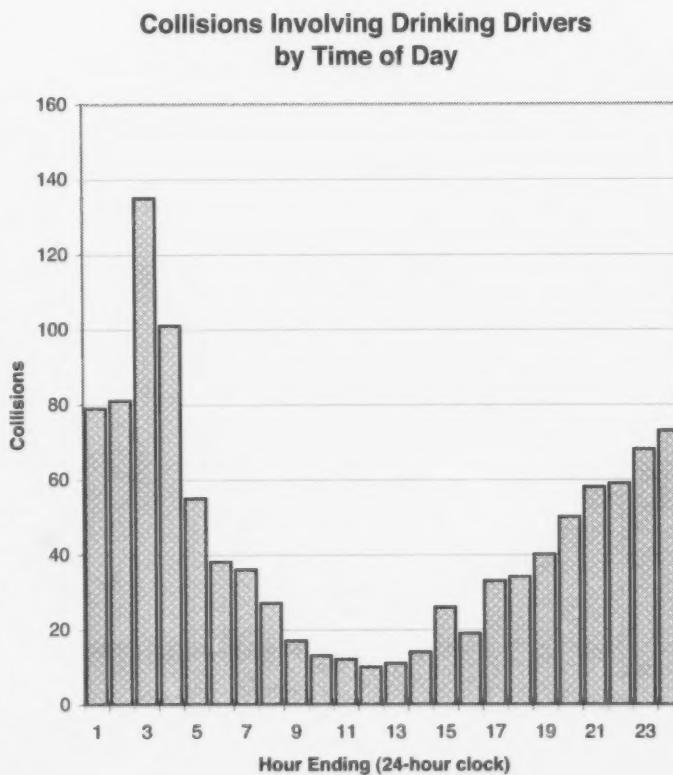
Day of the Week	Collisions
Sunday	204
Monday	78
Tuesday	80
Wednesday	94
Thursday	139
Friday	210
Saturday	308
TOTAL	1113



Collisions Involving Drinking Drivers by Time of Day

Figure 10.7

Time of Day	Collisions
Midnight to 0:59 a.m.	79
1 a.m. to 1:59 a.m.	81
2 a.m. to 2:59 a.m.	135
3 a.m. to 3:59 a.m.	101
4 a.m. to 4:59 a.m.	55
5 a.m. to 5:59 a.m.	38
6 a.m. to 6:59 a.m.	36
7 a.m. to 7:59 a.m.	27
8 a.m. to 8:59 a.m.	17
9 a.m. to 9:59 a.m.	13
10 a.m. to 10:59 a.m.	12
11 a.m. to 11:59 a.m.	10
Noon to 0:59 p.m.	11
1 p.m. to 1:59 p.m.	14
2 p.m. to 2:59 p.m.	26
3 p.m. to 3:59 p.m.	19
4 p.m. to 4:59 p.m.	33
5 p.m. to 5:59 p.m.	34
6 p.m. to 6:59 p.m.	40
7 p.m. to 7:59 p.m.	50
8 p.m. to 8:59 p.m.	58
9 p.m. to 9:59 p.m.	59
10 p.m. to 10:59 p.m.	68
11 p.m. to 11:59 p.m.	73
Time not stated	24
TOTAL	1113



Alcohol – Section 10

Collisions Involving a Drinking Driver

Figure 10.8

Year	Number of Collisions				Number of Victims		
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Total
1985	1,774	891	68	2,733	1,548	77	1,625
1986	1,844	884	95	2,823	1,559	113	1,672
1987	1,957	985	94	3,036	1,733	123	1,856
1988	1,682	867	62	2,611	1,497	80	1,577
1989	1,492	722	68	2,282	1,243	76	1,319
1990	1,255	603	57	1,915	1,032	64	1,096
1991	1,340	684	71	2,095	1,191	82	1,273
1992	1,195	662	52	1,909	1,242	61	1,303
1993	954	631	52	1,637	1,103	63	1,166
1994	965	634	46	1,645	1,121	51	1,172
1995	974	541	53	1,568	971	58	1,029
1996	762	493	34	1,289	886	43	929
1997	827	553	44	1,424	1,050	55	1,105
1998	889	555	46	1,490	1,000	54	1,054
1999	846	530	61	1,437	968	83	1,051
2000	788	531	36	1,355	929	44	973
2001	804	448	63	1,315	816	74	890
2002	747	490	43	1,280	800	46	846
2003	703	451	53	1,207	776	58	834
2004	627	446	40	1,113	780	49	829

Collisions Involving Pedestrians or Cyclists That Had Been Drinking

Figure 10.9

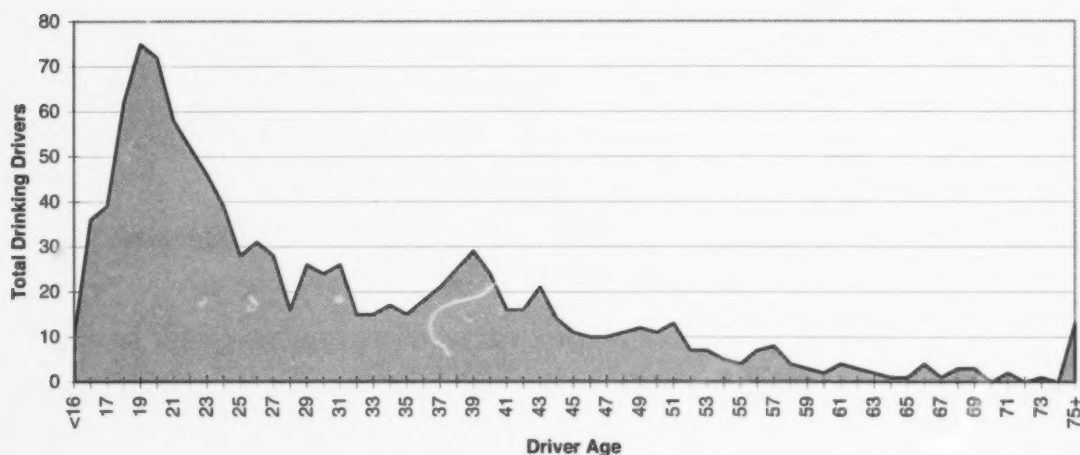
Year	Number of Collisions				Number of Victims		
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Total
1985	0	0	0	0	0	0	0
1986	0	0	0	0	0	0	0
1987	0	0	0	0	0	0	0
1988	0	9	0	9	9	0	9
1989	1	5	0	6	5	0	5
1990	0	2	1	3	3	1	4
1991	0	26	13	39	30	13	43
1992	0	26	3	29	26	3	29
1993	1	26	8	35	28	8	36
1994	0	22	10	32	23	10	33
1995	2	18	3	23	20	3	23
1996	1	14	4	19	14	4	18
1997	2	16	5	23	17	5	22
1998	2	14	8	24	17	8	25
1999	3	26	5	34	27	5	32
2000	0	22	5	27	23	5	28
2001	1	18	7	26	22	7	29
2002	2	22	5	29	23	5	28
2003	2	29	6	37	34	6	40
2004	5	23	6	34	24	6	30

Pedestrian contributing factors were not recorded prior to 1991 and cyclist statistics are not available prior to 1988.

Alcohol – Section 10

2004 Drinking Drivers by Driver Age

Figure 10.10



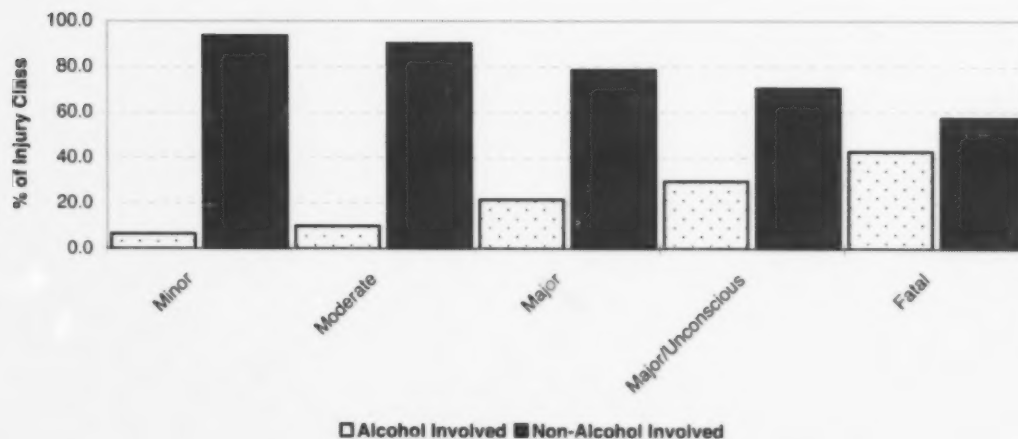
2004 Injury Classification of Vehicle Occupants by Alcohol Involvement

Figure 10.11

Injury Classification	Occupants of a Drinking Driver		All Vehicle Occupants	% with Alcohol
	Yes	No		
Minor	306	4,351	4,657	6.6
Moderate	176	1,600	1,776	9.9
Major	80	292	372	21.5
Major/Unconscious	16	38	54	29.6
Fatal	44	59	103	42.7
Total	622	6,340	6,962	8.9

Figure 10.12

Injury Class by Alcohol Involvement



Alcohol – Section 10

2004 Drinking Drivers by Gender and Severity of Collision

Figure 10.13

Driver Gender					Collision Severity			
Age	Male	Female	Not Stated	Total	PD* Only	Personal Injury	Fatal	Total
<16	9	1	0	10	5	5	0	10
16	22	14	0	36	16	19	1	36
17	31	8	0	39	24	14	1	39
18	49	13	0	62	39	23	0	62
19	57	18	0	75	44	30	1	75
20	57	15	0	72	42	28	2	72
21	49	9	0	58	36	18	4	58
22	46	6	0	52	31	20	1	52
23	37	9	0	46	29	16	1	46
24	35	4	0	39	22	14	3	39
25	21	7	0	28	15	11	2	28
26	26	5	0	31	14	17	0	31
27	22	6	0	28	14	14	0	28
28	11	5	0	16	6	8	2	16
29	20	6	0	26	12	14	0	26
30	13	11	0	24	14	9	1	24
31	19	7	0	26	11	15	0	26
32	12	3	0	15	8	6	1	15
33	13	2	0	15	8	7	0	15
34	11	6	0	17	10	6	1	17
35	11	4	0	15	8	6	1	15
36	13	5	0	18	12	6	0	18
37	19	2	0	21	13	6	2	21
38	17	8	0	25	7	17	1	25
39	24	5	0	29	18	11	0	29
40	20	4	0	24	13	10	1	24
41	13	3	0	16	9	6	1	16
42	13	3	0	16	8	7	1	16
43	18	3	0	21	9	9	3	21
44	12	2	0	14	8	6	0	14
45	10	1	0	11	7	3	1	11
46	8	2	0	10	3	7	0	10
47	6	4	0	10	7	3	0	10
48	9	2	0	11	7	4	0	11
49	11	1	0	12	9	3	0	12
50	9	2	0	11	5	5	1	11
51	10	3	0	13	6	7	0	13
52	6	1	0	7	4	3	0	7
53	6	1	0	7	3	4	0	7
54	5	0	0	5	2	2	1	5
55	4	0	0	4	2	2	0	4
56	5	2	0	7	4	2	1	7
57	6	2	0	8	3	4	1	8
58	4	0	0	4	2	2	0	4
59	3	0	0	3	1	2	0	3
60	2	0	0	2	1	1	0	2
61	4	0	0	4	2	2	0	4
62	2	1	0	3	2	1	0	3
63	1	1	0	2	2	0	0	2
64	0	1	0	1	1	0	0	1
65	1	0	0	1	1	0	0	1
66	4	0	0	4	3	1	0	4
67	0	1	0	1	1	0	0	1
68	3	0	0	3	3	0	0	3
69	3	0	0	3	2	0	1	3
70	0	0	0	0	0	0	0	0
71	2	0	0	2	0	1	1	2
72	0	0	0	0	0	0	0	0
73	1	0	0	1	1	0	0	1
74	0	0	0	0	0	0	0	0
75	2	0	0	2	2	0	0	2
76	2	0	0	2	1	1	0	2
77	3	0	0	3	2	1	0	3
78	4	0	0	4	0	2	2	4
79	0	0	0	0	0	0	0	0
80	0	0	0	0	0	0	0	0
81	0	0	0	0	0	0	0	0
82	0	0	0	0	0	0	0	0
83	1	0	0	1	0	1	0	1
84	0	0	0	0	0	0	0	0
85	0	0	0	0	0	0	0	0
86	0	1	0	1	1	0	0	1
87	0	0	0	0	0	0	0	0
88	0	0	0	0	0	0	0	0
89	0	0	0	0	0	0	0	0
90	0	0	0	0	0	0	0	0
91 +	0	0	0	0	0	0	0	0
NS**	6	1	36	43	35	8	0	43
Total	863	221	36	1,120	630	450	40	1,120

*PD Only = Property Damage Only Collision

** NS is where the driver age is not stated

Alcohol – Section 10

Drinking Drivers In Collisions by Gender by Year

Figure 10.14

Age	2002				2003				2004			
	Male	Female	Null	Total	Male	Female	Null	Total	Male	Female	Null	Total
<16	6	2	0	8	6	4	0	10	9	1	0	10
16	33	11	0	44	26	10	0	36	22	14	0	36
17	42	4	0	46	36	12	0	48	31	8	0	39
18	61	10	0	71	55	23	0	78	49	13	0	62
19	73	12	0	85	66	16	1	83	57	18	0	75
20	57	14	0	71	71	10	0	81	57	15	0	72
21	57	3	0	60	53	15	0	68	49	9	0	58
22	47	6	0	53	36	11	0	47	46	6	0	52
23	48	6	0	54	41	9	0	50	37	9	0	46
24	48	4	0	52	36	6	1	43	35	4	0	39
25 - 34	204	73	0	277	222	52	0	274	168	58	0	226
35 - 44	187	56	0	243	149	43	0	192	160	39	0	199
45 - 54	96	18	0	114	80	21	0	101	80	17	0	97
55 - 64	37	1	0	38	22	5	0	27	31	7	0	38
65 - 74	11	3	0	14	24	4	0	28	14	1	0	15
75 >	7	0	0	7	7	1	0	8	12	1	0	13
NS *	6	1	50	57	2	2	44	48	6	1	36	43
Total	1,020	224	50	1,294	932	244	46	1,222	863	221	36	1,120

Drinking Drivers in Collisions by Collision Severity by Year

Figure 10.15

Age	2002				2003				2004			
	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total
<16	6	2	0	8	5	5	0	10	5	5	0	10
16	24	18	2	44	14	21	1	36	16	19	1	36
17	27	19	0	46	27	21	0	48	24	14	1	39
18	31	37	3	71	44	30	4	78	39	23	0	62
19	54	30	1	85	48	28	7	83	44	30	1	75
20	40	27	4	71	50	28	3	81	42	28	2	72
21	38	22	0	60	40	26	2	68	36	18	4	58
22	26	24	3	53	25	20	2	47	31	20	1	52
23	31	23	0	54	37	13	0	50	29	16	1	46
24	38	12	2	52	25	16	2	43	22	14	3	39
25 - 34	156	111	10	277	157	105	12	274	112	107	7	226
35 - 44	136	99	8	243	112	72	8	192	105	84	10	199
45 - 54	65	45	4	114	56	37	8	101	53	41	3	97
55 - 64	21	15	2	38	18	6	3	27	20	16	2	38
65 - 74	10	4	0	14	15	12	1	28	11	2	2	15
75 >	4	1	2	7	5	3	0	8	6	5	2	13
NS *	45	10	2	57	34	13	1	48	35	8	0	43
Total	752	499	43	1,294	712	456	54	1,222	630	450	40	1,120

* NS is where the driver age is not stated.

Traffic Collision Statistics – Section 11

Traffic Collision Statistics

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Traffic Collision Statistics – Section 11

Traffic Collision Statistics

Figure 11.1 is a detailed summary of all provincial highways in the province. The length of each section of highway, along with the average daily traffic on that section, is used to calculate travel (kilometres in millions) and a collision rate (collisions per million vehicle kilometres) for each section.

Figures 11.3 and 11.4 summarize collisions by community, and Figure 11.5 shows a similar summary by rural municipality. Collision rates are calculated based on populations, as well as travel, where applicable.

2004 Quick Facts:

- The collision rate for all provincial highways is 1.41 collisions per million vehicle kilometres (Mvkm).
- The average number of collisions per 100 people for communities with a population:
 - of 5,000 or more is 3.92
 - of 250 to 4,999 is 1.12
 - under 250 is 1.07
- Regina and Saskatoon combined account for 39 per cent of the province's population and 41.3 per cent of the collisions.
- Regina recorded 7,830 collisions, 1,824 injuries and five deaths in 2004.
- Saskatoon recorded 9,780 collisions, 1,490 injuries and four deaths in 2004.
- Alcohol was a factor in 651 traffic collisions in Saskatchewan cities during 2004.
- The collision rates for all rural municipalities are 3.46 collisions per 100 people and 2.24 collisions per million vehicle kilometres.

Traffic Collision Statistics – Section 11

2004 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
1-00	Hwy 1 Section Not Known	0.0	0	0.00	100	2	0	102	0.00	3	0
1-01	Manitoba Border - Moosomin	19.9	3,532	25.68	7	4	0	11	0.43	4	0
1-02	Moosomin - Whitewood	46.9	3,609	61.76	17	7	0	24	0.39	9	0
1-03	Whitewood - Broadview	23.9	3,925	34.17	21	2	0	23	0.67	3	0
1-04	Broadview - Grenfell	24.8	3,631	32.91	10	5	0	15	0.46	5	0
1-05	Grenfell - Indian Head	57.2	3,769	78.71	26	22	0	48	0.61	37	0
1-06	Indian Head - Qu'Appelle	13.8	4,297	21.69	10	6	1	17	0.78	10	1
1-07	Qu'Appelle - Balgonie	30.2	5,524	60.95	26	10	1	37	0.61	27	1
1-08	Balgonie - Regina	18.4	13,656	91.91	58	15	1	74	0.61	27	1
1-09	Regina Bypass	7.7	24,663	69.23	3	0	0	3	0.04	0	0
1-10	Regina - Jct Hwy 39	56.6	8,578	177.09	93	31	2	126	0.71	52	5
1-11	Jct Hwy 39- Moose Jaw	4.8	10,476	18.39	13	4	0	17	0.92	5	0
1-12	Moose Jaw - N Jct Hwy 2	5.5	6,666	13.48	2	1	1	4	0.30	4	2
1-13	N Jct Hwy 2 - Mortlach	45.3	4,585	75.79	58	14	0	72	0.95	18	0
1-14	Mortlach - Chaplin	36.0	3,542	46.57	27	11	0	38	0.82	14	0
1-15	Chaplin - W Jct Hwy 19	25.6	3,428	32.00	16	6	1	23	0.72	6	1
1-16	W Jct Hwy 19 - Rush Lake	32.6	3,946	47.01	15	6	0	21	0.45	7	0
1-17	Rush Lake - Swift Current	30.6	5,043	56.23	40	1	1	42	0.75	2	1
1-18	Swift Current - Jct Hwy 32	9.3	6,590	22.30	17	7	0	24	1.08	12	0
1-19	Jct Hwy 32 - Gull Lake	46.3	4,748	80.26	33	11	1	45	0.56	13	1
1-20	Gull Lake - Sidewood	34.3	3,783	47.29	24	7	1	32	0.68	17	1
1-21	Sidewood - Maple Creek	38.9	3,802	53.91	33	2	0	35	0.65	2	0
1-22	Maple Creek - Alberta Border	39.6	4,133	59.76	20	1	0	21	0.35	7	0
	Subtotal - Hwy 1	648.2		1207.08	669	175	10	854	0.71	284	14
2-00	Hwy 2 Section Not Known	0.0	0	0.00	84	0	0	84	0.00	0	0
2-01	U.S. Border - Rockglen	49.3	142	2.56	8	1	0	9	3.52	1	0
2-02	Rockglen - Assiniboia	53.5	509	9.94	12	2	0	14	1.41	2	0
2-03	Assiniboia - Jct Hwy 43	27.7	937	9.47	12	3	0	15	1.58	7	0
2-04	Jct Hwy 43 - Jct Hwy 36	44.4	948	15.35	16	3	0	19	1.24	3	0
2-05	Jct Hwy 36 - Moose Jaw S	26.9	1,460	14.34	13	2	0	15	1.05	2	0
2-06	Moose Jaw S - Moose Jaw N	6.9	2,694	6.76	8	0	0	8	1.18	0	0
2-07	Moose Jaw N - Tuxford	17.9	2,770	18.08	12	4	0	16	0.89	5	0
2-08	Tuxford - Chamberlain	33.3	1,206	14.64	18	3	0	21	1.43	5	0
2-09	Findlater - Liberty	33.6	441	5.41	20	2	0	22	4.07	3	0
2-10	Liberty - Imperial	29.3	563	6.01	11	2	0	13	2.16	2	0
2-11	Imperial - Watrous	36.0	972	12.75	15	1	0	16	1.25	6	0
2-12	Watrous - Young	23.1	1,039	8.74	16	0	0	16	1.83	0	0
2-13	Young - Jct Hwy 16	22.0	917	7.35	2	1	0	3	0.41	1	0
2-14	Jct Hwy 16 - S Jct Hwy 5	19.9	249	1.82	2	0	0	2	1.10	0	0
2-15	S Jct Hwy 5 - Jct Hwy 27	21.6	754	5.94	14	1	0	15	2.52	1	0
2-16	Jct Hwy 27 - Wakaw	35.3	706	9.09	13	4	0	17	1.87	5	0
2-17	Wakaw - St. Louis	32.9	1,008	12.09	9	0	0	9	0.74	0	0
2-18	St. Louis - Prince Albert	26.3	1,459	13.98	15	4	0	19	1.36	9	0
2-19	Prince Albert S - Jct Hwy 55	4.4	6,481	10.38	4	1	0	5	0.48	1	0
2-20	Jct Hwy 55 - Christopher Lake	37.2	3,902	52.96	70	17	1	88	1.66	35	1
2-21	Christopher Lake - Jct Hwy 264	37.0	1,260	17.03	17	5	0	22	1.29	11	0
2-22	Jct Hwy 264 - Weyakwin Lake	45.7	682	11.39	6	1	1	8	0.70	2	1
2-23	Weyakwin Lake - Jct Hwy 165	85.7	614	19.21	15	5	1	21	1.09	7	1
2-24	Jct Hwy 165 - La Ronge	32.4	1,452	17.16	16	4	0	20	1.17	6	0
	Subtotal - Hwy 2	782.0		302.47	428	66	3	497	1.84	114	3
3-00	Hwy 3 Section Not Known	0.0	0	0.00	57	0	0	57	0.00	0	0
3-01	Manitoba Border - Erwood	35.4	153	1.98	10	1	0	11	5.56	1	0
3-02	Erwood - Hudson Bay	14.1	454	2.33	5	1	0	6	2.58	2	0
3-03	Hudson Bay - Prairie River	40.9	757	11.31	19	3	0	22	1.95	3	0

Traffic Collision Statistics – Section 11

2004 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
3-04	Prairie River - S Jct Hwy 23	53.3	618	12.03	32	0	1	33	2.74	4	2
3-05	S Jct Hwy 23 - Tisdale	21.4	1,545	12.07	12	0	0	12	0.99	0	0
3-06	Tisdale - Melfort	36.7	2,118	28.40	25	0	0	25	0.88	0	0
3-07	Melfort - Kinistino	29.1	1,676	17.81	8	1	0	9	0.51	2	0
3-08	Kinistino - Birch Hills	27.3	1,659	16.52	12	2	0	14	0.85	5	0
3-09	Birch Hills - Prince Albert	34.5	2,907	36.63	28	8	1	37	1.01	16	1
3-11	Prince Albert - Shellbrook	43.1	3,418	53.75	37	8	1	46	0.86	14	1
3-12	Shellbrook - Cameo	10.3	1,501	5.63	2	0	0	2	0.36	0	0
3-13	Cameo - Shell Lake	46.6	723	12.29	26	0	0	26	2.12	0	0
3-14	Shell Lake - Spiritwood	24.6	942	8.46	15	2	0	17	2.01	3	0
3-15	Spiritwood - Glaslyn	55.5	743	15.05	35	2	0	37	2.46	3	0
3-16	Glaslyn - Turtleford	45.6	580	9.67	14	2	0	16	1.66	2	0
3-17	Jct Hwy 26 - N Sask. River	30.0	1,087	11.92	21	2	0	23	1.93	3	0
3-18	N Sask. River - Alberta Border	26.4	1,193	11.50	10	0	0	13	1.13	6	0
Subtotal - Hwy 3		574.9		267.34	368	35	3	406	1.52	64	4
4-00	Hwy 4 Section Not Known	0.0	0	0.00	89	1	0	90	0.00	1	0
4-01	U.S. Border - Val Marie	31.3	116	1.32	3	0	0	3	2.28	0	0
4-02	Val Marie - Cadillac	54.7	166	3.31	10	0	0	10	3.02	0	0
4-03	Cadillac - Jct Hwy 43	26.3	578	5.55	17	2	0	19	3.42	4	0
4-04	Jct Hwy 43 - Swift Current	38.8	1,837	25.99	35	5	0	40	1.54	8	0
4-05	Swift Current - Sask. Landing	48.1	1,582	27.75	50	6	0	56	2.02	7	0
4-06	Sask. Landing - Sanctuary	41.7	1,150	17.50	11	0	0	11	0.63	0	0
4-07	Sanctuary - Elrose	23.5	955	8.20	14	1	0	15	1.83	2	0
4-08	Elrose - Rosetown	37.8	1,278	17.64	14	2	0	16	0.91	2	0
4-09	Rosetown - Jct Hwy 31	11.7	1,652	7.07	7	1	0	8	1.13	1	0
4-10	Jct Hwy 31 - Biggar	46.8	673	11.49	10	1	0	11	0.96	1	0
4-11	Biggar - Struan Grid	34.3	450	5.64	12	2	0	14	2.48	3	0
4-12	Struan Grid - Red Pheasant	20.9	418	3.19	6	1	0	7	2.20	2	0
4-13	Red Pheasant - Battleford	35.7	1,494	19.45	23	2	0	25	1.29	4	0
4-14	Battleford - Jct Hwy 26	21.0	5,411	41.55	30	11	0	41	0.99	20	0
4-15	Jct Hwy 26 - Cochin	17.3	2,118	13.34	11	3	1	15	1.12	14	6
4-16	Cochin - Glaslyn	29.6	1,361	14.68	10	4	1	15	1.02	6	1
4-17	Glaslyn - Meadow Lake	89.2	908	29.54	70	9	0	79	2.67	15	0
4-18	Meadow Lake - Jct Hwy 104	30.5	717	7.98	17	2	0	19	2.38	2	0
Subtotal - Hwy 4		638.9		261.19	439	53	2	494	1.89	92	7
5-00	Hwy 5 Section Not Known	0.0	0	0.00	60	0	0	60	0.00	0	0
5-01	Togo - Kamsack	33.4	381	4.64	9	0	0	9	1.94	0	0
5-02	Kamsack - Canora	37.0	1,080	14.60	4	1	0	5	0.34	2	0
5-03	Canora - Invermay	54.7	632	12.61	7	1	0	8	0.63	3	0
5-04	Invermay - Wadena	46.5	666	11.30	16	1	0	17	1.50	5	0
5-05	Wadena - Watson	53.6	1,010	19.77	25	1	1	27	1.37	1	1
5-06	Watson - Humboldt	41.2	2,236	33.65	29	7	0	36	1.07	10	0
5-07	Humboldt - N Jct Hwy 2	43.2	2,087	32.92	24	10	0	34	1.03	19	0
5-08	S Jct Hwy 2 - Patience Lake	40.8	1,709	25.45	32	3	0	35	1.38	3	0
5-09	Patience Lake - Saskatoon	11.4	2,804	11.66	27	1	1	29	2.49	1	1
5-10	College Drive in Saskatoon	5.6	7,837	15.96	1	0	0	1	0.06	0	0
Subtotal - Hwy 5		367.5		182.56	234	25	2	261	1.43	44	2
6-00	Hwy 6 Section Not Known	0.0	0	0.00	65	1	0	66	0.00	1	0
6-01	U.S. Border - Jct Hwy 18	16.4	337	2.02	2	1	0	3	1.48	1	0
6-02	Jct Hwy 18 - Jct Hwy 13	55.5	526	10.66	12	0	0	12	1.13	0	0
6-03	Jct Hwy 13 - S Jct Hwy 39	43.3	598	9.46	6	0	2	8	0.85	3	2
6-04	S Jct Hwy 39 - Regina South	38.1	3,344	46.49	28	6	0	34	0.73	10	0

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Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKms	Collisions				Acc/ MvKms	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
6-05	Regina South - Regina North	2.4	0,384	8.32	3	0	0	3	0.36	0	0
6-06	Regina North - Piapot I.R.	26.4	2,783	26.78	25	5	0	30	1.12	10	0
6-07	Piapot I.R. - Southey	24.2	2,172	19.20	12	5	0	17	0.89	11	0
6-08	Southey - Raymore	54.1	1,189	23.50	23	5	0	28	1.19	5	0
6-09	Raymore - Dafoe	38.0	964	13.38	14	3	0	17	1.27	3	0
6-10	Dafoe - Watson	43.0	873	13.71	16	2	0	18	1.31	2	0
6-11	Watson - Naicam	32.8	1,267	15.17	18	5	0	23	1.52	6	0
6-12	Naicam - Silver Park	26.6	1,048	10.16	14	1	0	15	1.48	1	0
6-13	Silver Park - Melfort	25.2	1,686	15.49	8	4	0	12	0.77	10	0
6-14	Melfort - Gronlid	32.6	882	10.25	23	2	0	25	2.44	3	0
6-15	Gronlid - Choiceland	43.3	295	4.66	15	1	1	17	3.65	1	1
	Subtotal - Hwy 6	501.9		229.26	284	41	3	328	1.43	67	3
7-00	Hwy 7 Section Not Known	0.0	0	0.00	62	0	0	62	0.00	0	0
7-01	Saskatoon - Jct Hwy 60	6.3	8,327	19.00	21	2	0	23	1.21	2	0
7-02	Jct Hwy 60 - Delisle	30.4	4,975	55.28	53	4	0	57	1.03	12	0
7-03	Delisle - Harris	37.9	2,336	32.27	30	2	0	32	0.99	2	0
7-04	Harris - Rosetown	36.4	2,943	39.07	37	6	0	43	1.10	10	0
7-05	Rosetown - Brock	52.4	2,242	42.87	43	3	0	46	1.07	10	0
7-06	Brock - Kindersley	31.0	2,448	27.73	14	4	0	18	0.65	4	0
7-07	Kindersley - Jct Hwy 307	21.2	2,043	15.79	8	1	0	9	0.57	1	0
7-08	Jct Hwy 307 - Alsaak	40.0	1,696	24.79	21	6	0	27	1.09	8	0
	Subtotal - Hwy 7	255.5		256.77	299	28	0	255	0.99	49	0
8-00	Hwy 8 Section Not Known	0.0	0	0.00	34	0	0	34	0.00	0	0
8-01	U.S. Border - Carievale	19.9	170	1.23	5	0	0	5	4.06	0	0
8-02	Carievale - Redvers	45.6	302	5.02	10	1	0	11	2.19	1	0
8-03	Redvers - Fairlight	34.0	191	2.37	6	1	0	7	2.95	1	0
8-04	Fairlight - Moosomin	29.9	583	6.37	7	1	0	8	1.26	1	0
8-05	Moosomin - Qu'Appelle River	40.5	1,001	14.80	28	0	0	28	1.89	0	0
8-06	Qu'Appelle River - Langenburg	41.9	546	8.35	18	0	0	18	2.16	0	0
8-07	Langenburg - Wroxton	46.9	188	3.21	1	0	0	1	0.31	0	0
8-08	Wroxton - Kamsack	39.5	548	7.89	12	0	1	13	1.65	2	2
8-09	Kamsack - Pelly	32.3	1,174	13.85	5	6	0	11	0.79	7	0
8-10	Pelly - Norquay	41.4	196	2.96	7	1	0	8	2.70	1	0
	Subtotal - Hwy 8	372.0		66.07	133	10	1	144	2.18	13	2
9-00	Hwy 9 Section Not Known	0.0	0	0.00	85	0	0	85	0.00	0	0
9-01	U.S. Border - Jct Hwy 18	26.8	231	2.26	3	0	0	3	1.33	0	0
9-02	Jct Hwy 18 - Carlyle	46.9	1,273	21.79	13	1	0	14	0.64	2	0
9-03	Carlyle - Jct Hwy 48	43.5	1,380	21.89	31	4	0	35	1.60	9	0
9-04	Jct Hwy 48 - Whitewood	36.5	661	8.79	4	2	0	6	0.68	2	0
9-05	Whitewood - Qu'Appelle River	19.6	733	5.23	4	2	1	7	1.34	3	1
9-06	Qu'Appelle River - Jct Hwy 22	36.5	875	11.68	22	2	0	24	2.06	2	0
9-07	Jct Hwy 22 - Jct Hwy 15	21.3	917	7.12	10	2	0	12	1.68	3	0
9-08	Jct Hwy 15 - Yorkton	33.4	1,213	14.80	21	9	0	30	2.03	23	0
9-09	Yorkton - Canora	46.2	2,666	44.98	48	9	1	58	1.29	11	1
9-10	Canora - Jct Hwy 49	27.7	1,168	11.79	11	1	0	12	1.02	1	0
9-11	Jct Hwy 49 - Preeceville	20.0	996	7.26	10	0	0	10	1.38	0	0
9-12	Preeceville - Usherville	31.0	514	5.81	5	0	0	5	0.86	0	0
9-13	Usherville - Bertwell	42.5	211	3.28	8	0	0	8	2.44	0	0
9-14	Bertwell - Hudson Bay	38.6	578	8.14	21	3	0	24	2.95	3	0
9-15	Hudson Bay - Manitoba Border	123.1	111	5.00	13	2	0	15	3.00	2	0
	Subtotal - Hwy 9	593.5		179.83	309	37	2	348	1.94	61	2
10-00	Hwy 10 Section Not Known	0.0	0	0.00	44	1	0	45	0.00	2	0

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Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
10-01	Manitoba Border - Wroxton	25.0	660	6.01	6	1	0	7	1.16	2	0
10-02	Wroxton - Yorkton	38.3	1,385	19.36	22	7	0	29	1.50	10	0
10-03	Yorkton - Melville	41.9	2,611	39.92	37	6	0	43	1.00	11	0
10-04	Melville - Jct Hwy 22	40.2	1,876	31.61	25	4	0	29	0.92	4	0
10-05	Jct Hwy 22 - Fort Qu'Appelle	28.0	2,705	25.69	14	7	0	21	0.82	9	0
10-06	Fort Qu'Appelle - Balgonie	46.5	3,811	64.67	42	7	1	50	0.77	12	1
	Subtotal - Hwy 10	223.8		187.26	190	33	1	224	1.20	50	1
11-00	Hwy 11 Section Not Known	0.0	0	0.00	132	1	0	133	0.00	1	0
11-01	Regina - Lumsden	25.9	10,826	102.39	64	13	2	79	0.77	25	2
11-02	Lumsden - Bethune	25.9	5,436	51.47	38	10	0	48	0.93	15	0
11-03	Bethune - E Jct Hwy 2	19.2	3,759	26.39	17	3	0	20	0.76	7	0
11-04	E Jct Hwy 2 - Aylesbury	24.7	3,587	32.29	45	1	0	46	1.42	1	0
11-05	Aylesbury - Davidson	45.4	3,941	65.23	39	7	0	46	0.71	9	0
11-06	Davidson - Kenaston	32.1	4,369	51.14	22	9	0	31	0.61	13	0
11-07	Kenaston - Dundurn	38.9	4,955	70.37	44	4	0	48	0.60	6	0
11-08	Dundurn - Saskatoon	32.3	6,394	75.33	97	8	0	105	1.39	9	0
11-10	Saskatoon - Warman	18.1	10,385	68.50	40	6	0	46	0.67	17	0
11-11	Warman - Rosthern	43.2	4,569	72.01	42	8	0	50	0.69	23	0
11-12	Rosthern - Duck Lake	18.1	3,637	24.06	4	6	0	10	0.42	13	0
11-13	Duck Lake - Prince Albert	49.0	3,299	58.97	45	11	2	58	0.98	20	3
	Subtotal - Hwy 11	372.7		698.14	629	87	4	720	1.03	159	5
12-00	Hwy 12 Section Not Known	0.0	0	0.00	14	0	0	14	0.00	0	0
12-01	Jct Hwy 11 - Hepburn	36.4	4,529	60.10	49	10	0	59	0.98	14	0
12-02	Hepburn - Blaine Lake	36.2	1,269	17.70	19	1	0	20	1.13	2	0
12-03	Blaine Lake - Big Grass Lake	39.1	441	6.29	16	2	0	18	2.86	2	0
12-04	Big Grass Lake - Shell Lake	21.0	436	3.35	8	0	0	8	2.39	0	0
	Subtotal - Hwy 12	134.7		87.44	106	13	0	119	1.36	18	0
13-00	Hwy 13 Section Not Known	0.0	0	0.00	40	0	0	40	0.00	0	0
13-01	Manitoba Border - Redvers	19.7	858	6.17	7	1	0	8	1.30	1	0
13-02	Redvers - Carlyle	42.3	1,203	18.59	19	0	0	19	1.02	0	0
13-03	Carlyle - Stoughton	54.5	1,479	29.40	27	2	0	29	0.99	3	0
13-04	Stoughton - Griffin	31.0	855	9.68	9	0	0	9	0.93	0	0
13-05	Griffin - Weyburn	27.6	1,259	12.67	7	5	0	12	0.95	8	0
13-06	Weyburn - Jct Hwy 28	31.1	973	11.03	9	0	0	9	0.82	0	0
13-07	Jct Hwy 28 - Jct Hwy 6	22.8	593	4.94	4	1	0	5	1.01	1	0
13-08	Jct Hwy 6 - Jct Hwy 34	39.8	625	9.07	5	4	0	20	2.20	8	0
13-09	Jct Hwy 34 - Jct Hwy 36	30.6	264	3.17	3	0	0	3	0.95	0	0
13-10	Jct Hwy 36 - Assiniboia	38.5	629	8.37	17	2	1	20	2.39	3	1
13-11	Assiniboia - Laffche	42.6	803	12.50	8	2	0	10	0.80	3	0
13-12	Laffche - Kincaid	32.3	523	6.17	10	3	0	13	2.11	3	0
13-13	Kincaid - Cadillac	54.9	459	9.20	11	0	0	11	1.20	0	0
13-14	Cadillac - Jct Hwy 37	49.5	268	4.84	8	2	0	10	2.07	2	0
13-15	Shaunavon - Eastend	34.3	641	8.04	8	0	0	8	1.00	0	0
13-16	Eastend - E Jct Hwy 21	52.5	256	4.90	12	2	0	14	2.86	2	0
13-17	E Jct Hwy 21 - Govanlock	44.1	190	3.05	6	0	0	6	1.96	0	0
13-18	Govanlock - Alberta Border	14.5	50	0.27	1	0	0	1	3.77	0	0
	Subtotal - Hwy 13	660.6		162.06	222	24	1	247	1.52	34	1
14-00	Hwy 14 Section Not Known	0.0	0	0.00	26	0	0	26	0.00	0	0
14-12	Saskatoon - Asquith	34.1	2,881	35.81	59	6	0	65	1.82	8	0
14-13	Asquith - Perdue	22.7	1,794	14.85	19	1	0	20	1.35	1	0
14-14	Perdue - Biggar	31.8	1,725	19.89	17	5	0	22	1.11	10	0
14-15	Biggar - Landis	35.6	744	9.66	7	1	0	8	0.63	1	0

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Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
14-16	Landis - Wilkie	31.5	829	9.52	9	0	0	9	0.95	0	0
14-17	Wilkie - Unity	30.3	1,344	14.84	10	1	0	11	0.74	1	0
14-18	Unity - Salvador Grid	29.2	1,164	12.40	8	1	0	9	0.73	1	0
14-19	Salvador Grid - Alberta Border	33.8	1,009	12.45	13	3	0	16	1.29	4	0
Subtotal - Hwy 14		248.7		129.44	168	18	0	186	1.44	26	0
15-00	Hwy 15 Section Not Known	0.0	0	0.00	28	0	0	28	0.00	0	0
15-02	Bredenbury - Jct Hwy 9	32.9	222	2.66	1	5	0	6	2.25	8	0
15-03	Jct Hwy 9 - Melville	22.5	617	5.07	2	1	0	3	0.59	1	0
15-04	Melville - Jct Hwy 52	58.7	593	12.71	26	1	2	29	2.28	4	2
15-05	Jct Hwy 52 - Leross	26.5	555	5.36	6	0	0	6	1.12	0	0
15-06	Leross - Raymore	51.9	562	10.64	16	0	0	16	1.50	0	0
15-07	Raymore - S Jct Hwy 20	32.7	271	3.24	4	0	0	4	1.24	0	0
15-08	Nokomis - Jct Hwy 2	31.0	164	1.86	6	0	0	6	3.23	0	0
15-09	Jct Hwy 2 - Kenaston	56.6	200	4.14	7	2	0	9	2.17	2	0
15-10	Kenaston - Jct Hwy 19	22.8	591	4.92	4	1	0	5	1.02	1	0
15-11	Jct Hwy 19 - Outlook	34.5	1,000	12.60	6	1	1	8	0.63	4	3
15-12	Outlook - Milden	27.8	679	8.93	12	3	0	15	1.68	3	0
15-13	Milden - Rosetown	36.3	656	8.69	4	1	0	5	0.58	1	0
Subtotal - Hwy 15		434.2		80.83	122	15	3	140	1.73	24	5
16-00	Hwy 16 Section Not Known	0.0	0	0.00	99	0	0	99	0.00	0	0
16-11	Manitoba Border - Churchbridge	30.5	1,615	17.98	30	2	2	34	1.89	7	2
16-12	Churchbridge - Yorkton	52.7	2,417	46.46	50	7	2	59	1.27	8	2
16-13	Yorkton - Springside	22.0	2,714	21.82	13	4	0	17	0.78	11	0
16-14	Springside - Insinger	31.0	1,792	20.30	11	2	0	13	0.64	5	0
16-15	Insinger - Tuffnell	22.6	1,628	13.38	7	1	0	8	0.60	1	0
16-16	Tuffnell - Elfros	38.0	1,900	26.35	23	2	0	25	0.95	4	0
16-17	Elfros - Dalfoe	49.0	2,252	40.27	35	6	1	42	1.04	12	1
16-18	Dalfoe - Guernsey	42.1	2,177	33.42	34	0	0	34	1.02	0	0
16-19	Guernsey - Jct Hwy 2	44.7	2,081	33.98	24	4	0	28	0.82	6	0
16-20	Jct Hwy 2 - Saskatoon	63.5	4,203	97.40	50	6	1	57	0.59	11	1
16-23	Jct Hwy 11 - North Sask. River	41.3	5,143	77.46	59	8	0	67	0.86	16	0
16-24	North Sask. River - Radisson	19.3	4,403	30.96	54	2	0	56	1.81	2	0
16-25	Radisson - Denholm	48.4	5,003	88.40	22	7	0	29	0.33	11	0
16-26	Denholm - North Battleford	23.4	4,908	41.93	22	3	0	25	0.60	6	0
16-27	North Battleford - Bresaylor	41.4	3,425	51.74	32	4	1	37	0.72	4	1
16-28	Bresaylor - Maidstone	38.9	3,196	45.42	17	4	0	21	0.46	5	0
16-29	Maidstone - Marshall	36.8	4,778	64.15	23	9	0	32	0.50	15	0
16-30	Marshall - Lloydminster	17.4	6,961	44.31	21	9	1	31	0.70	16	1
Subtotal - Hwy 16		662.9		795.72	626	80	8	714	0.90	140	8
17-00	Hwy 17 Section Not Known	0.0	0	0.00	9	1	0	10	0.00	1	0
17-03	Macklin - Alberta Border	57.0	611	12.71	15	0	0	15	1.18	0	0
17-04	Jct Hwy 14 (Alta) - Lone Rock	24.2	1,900	16.80	5	1	0	6	0.36	1	0
17-05	Alberta Border - Lloydminster	23.0	2,862	24.01	7	2	0	9	0.37	6	0
17-06	Lloydminster - Jct Hwy 3	24.7	3,637	32.78	12	4	0	16	0.49	7	0
17-07	Jct Hwy 3 - N Sask. River	10.7	1,346	5.25	2	0	0	2	0.38	0	0
17-08	N Sask. River - Onion Lake	12.7	1,500	6.94	7	0	0	7	1.01	0	0
Subtotal - Hwy 17		152.3		98.48	57	8	0	65	0.66	15	0
18-00	Hwy 18 Section Not Known	0.0	0	0.00	31	1	0	32	0.00	2	0
18-01	Manitoba Border - Carievale	19.6	635	4.53	8	1	0	9	1.98	1	0
18-02	Carievale - Jct Hwy 9	48.1	1,413	24.78	65	6	0	71	2.87	8	0
18-03	Jct Hwy 9 - Bienenfai	44.1	1,675	26.96	25	6	0	31	1.15	6	0
18-04	Estevan - Torquay	38.3	540	7.54	16	7	0	23	3.05	10	0

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2004 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
18-05	Torquay - Oungre	22.8	333	2.77	3	1	0	4	1.45	2	0
18-06	Oungre - Lake Alma	29.3	333	3.56	2	1	0	3	0.84	1	0
18-07	Lake Alma - N Jct Hwy 6	28.0	203	2.07	3	0	0	3	1.45	0	0
18-08	S Jct Hwy 6 - Big Beaver	48.3	88	1.55	0	1	0	1	0.65	1	0
18-09	Big Beaver - E Jct Hwy 36	19.9	352	2.56	2	0	0	2	0.78	0	0
18-10	W Jct Hwy 36 - Rockglen	23.7	284	2.46	2	0	0	2	0.81	0	0
18-11	Rockglen - Wood Mountain	32.1	75	0.88	2	1	0	3	3.40	1	0
18-12	Wood Mountain - Jct Hwy 19	52.4	196	3.74	9	0	0	9	2.41	0	0
18-13	Jct Hwy 19 - Ponteix Grid	37.0	236	3.19	5	0	0	5	1.57	0	0
18-14	Ponteix Grid - Val Marie	35.7	101	1.31	1	0	0	1	0.76	0	0
18-15	S Jct Hwy 4 - Climax	42.2	170	2.62	6	0	0	6	2.29	0	0
18-16	Climax - Divide	65.7	214	5.12	10	0	0	10	1.95	0	0
18-17	Divide - Robsart	31.0	96	1.09	1	0	0	1	0.92	0	0
Subtotal - Hwy 18		617.9		96.73	191	25	0	216	2.23	32	0
19-00	Hwy 19 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
19-01	Jct Hwy 18 - Kincaid	26.3	221	2.12	7	1	0	8	3.77	1	0
19-02	Kincaid - S Jct Hwy 43	24.8	110	1.00	1	0	0	1	1.00	0	0
19-03	S Jct Hwy 43 - Jct Hwy 1	60.0	280	6.14	11	1	0	12	1.96	2	0
19-04	Chaplin - Central Butte	43.4	287	4.55	7	0	0	7	1.54	0	0
19-05	E Jct Hwy 42 - Elbow	40.6	246	3.65	16	0	0	16	4.39	0	0
19-06	Elbow - Jct Hwy 19	42.2	422	6.50	4	1	0	5	0.77	1	0
Subtotal - Hwy 19		237.3		23.95	51	3	0	54	2.25	4	0
20-00	Hwy 20 Section Not Known	0.0	0	0.00	11	0	0	11	0.00	0	0
20-01	Lumsden - Jct Hwy 22	36.6	1,304	17.39	41	3	0	44	2.53	4	0
20-02	Jct Hwy 22 - Jct Hwy 15	55.3	536	10.81	23	2	0	25	2.31	5	0
20-03	Jct Hwy 15 - W Jct Hwy 16	47.6	466	8.10	22	0	0	22	2.72	0	0
20-04	W Jct Hwy 16 - Humboldt	37.3	783	10.65	8	2	0	10	0.94	2	0
20-05	Humboldt - Pilger	33.5	652	7.98	8	2	0	10	1.25	2	0
20-06	Pilger - Crystal Springs	44.9	304	4.99	9	0	0	9	1.80	0	0
20-07	Crystal Springs - Jct Hwy 3	22.6	320	2.64	11	1	0	12	4.54	1	0
Subtotal - Hwy 20		277.8		62.56	133	10	0	143	2.29	14	0
21-00	Hwy 21 Section Not Known	0.0	0	0.00	38	0	0	38	0.00	0	0
21-01	U.S. Border - Govenlock	29.5	51	0.54	1	0	0	1	1.84	0	0
21-03	Jct Hwy 13 - Cypress Hills	34.4	304	3.81	8	2	0	10	2.63	3	0
21-04	Cypress Hills - Maple Creek	27.5	595	5.97	17	1	0	18	3.02	1	0
21-05	Maple Creek - Jct Hwy 1	8.3	1,656	5.00	4	1	0	5	1.00	1	0
21-06	Jct Hwy 1 - Fox Valley	52.8	454	8.74	9	2	0	11	1.26	2	0
21-07	Fox Valley - Leader	50.1	461	8.43	4	0	0	4	0.47	0	0
21-08	Leader - Eatonia	41.1	501	7.51	13	0	0	13	1.73	0	0
21-09	Glidden - Kindersley	26.2	977	9.33	8	2	1	11	1.18	4	2
21-10	Kindersley - Jct Hwy 31	36.0	1,296	17.02	13	2	0	15	0.88	2	0
21-11	Jct Hwy 31 - Kerrobert	13.6	1,060	5.26	6	0	0	6	1.14	0	0
21-12	Kerrobert - Unity	59.3	428	9.25	8	0	0	8	0.86	0	0
21-13	Unity - E Jct Hwy 40	35.7	449	5.85	2	1	0	3	0.51	2	0
21-14	W Jct Hwy 40 - Maidstone	37.8	171	2.36	3	1	0	4	1.70	1	0
21-15	Maidstone - E Jct Hwy 3	54.1	725	14.31	8	2	0	10	0.70	3	0
21-16	Paradise Hill - Peck Lake	36.7	184	2.47	9	4	0	13	5.27	4	0
21-17	Peck Lake - Ministikwan Lake	21.3	88	0.68	0	0	0	0	0.00	0	0
21-18	Ministikwan Lake - Pierceland	43.7	224	3.57	4	1	0	5	1.40	2	0
21-19	Pierceland - Northern Pine	22.2	138	1.12	5	1	0	6	5.35	2	0
Subtotal - Hwy 21		630.0		111.23	160	20	1	181	1.63	27	2

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Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
22-00	Hwy 22 Section Not Known	0.0	0	0.00	6	0	0	6	0.00	0	0
22-01	Man. Border - S Jct Hwy 8	13.1	135	0.64	1	0	0	1	1.55	0	0
22-02	S Jct Hwy 8 - Stockholm	40.8	1,038	15.47	28	3	0	31	2.00	3	0
22-03	N Jct Hwy 9 - Jct Hwy 47	24.6	249	2.24	8	0	0	8	3.57	0	0
22-04	Killaly - Jct Hwy 10	51.8	428	8.09	16	2	0	18	2.23	3	0
22-05	Lipton - Southey	50.9	519	9.64	14	1	0	15	1.56	1	0
22-06	Southey - Jct Hwy 20	26.6	400	3.89	7	0	0	7	1.80	0	0
	Subtotal - Hwy 22	207.8		39.97	80	6	0	86	2.15	7	0
23-00	Hwy 23 Section Not Known	0.0	0	0.00	13	0	0	13	0.00	0	0
23-01	Jct Hwy 9 - Somme	31.6	213	2.46	11	0	0	11	4.48	0	0
23-02	Somme - Chelan	30.2	604	6.67	23	0	0	23	3.45	0	0
23-03	Chelan - Crooked River	37.9	515	7.12	18	0	0	18	2.53	0	0
23-04	N Jct Hwy 3 - Jct Hwy 55	63.2	639	14.75	17	2	0	19	1.29	3	0
	Subtotal - Hwy 23	162.9		31.00	82	2	0	84	2.71	3	0
24-00	Hwy 24 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
24-01	Spiritwood - Leoville	32.2	618	7.28	21	3	0	24	3.30	4	0
24-02	Leoville - Chitek Lake	25.3	604	5.58	9	0	0	9	1.61	0	0
	Subtotal - Hwy 24	57.6		12.85	33	3	0	36	2.80	4	0
25-01	Birch Hills - St. Louis	29.1	280	2.97	10	0	0	10	3.37	0	0
26-00	Hwy 26 Section Not Known	0.0	0	0.00	9	0	0	9	0.00	0	0
26-01	Jct Hwy 4 - Meota	15.5	1,208	6.81	8	0	1	9	1.32	1	2
26-02	Meota - Turtleford	54.2	925	18.29	26	3	0	29	1.59	4	0
26-03	Turtleford - N Jct Hwy 3	29.2	633	6.75	6	1	0	7	1.04	1	0
26-04	N Jct Hwy 3 - Loon Lake	47.7	667	11.60	32	3	0	35	3.02	9	0
26-05	Loon Lake - Goodsoil	52.0	366	6.95	26	1	0	27	3.89	1	0
	Subtotal - Hwy 26	198.5		50.41	107	8	1	116	2.30	16	2
27-00	Hwy 27 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
27-01	Jct Hwy 2 - Aberdeen	34.0	530	6.57	15	1	0	16	2.43	1	0
	Subtotal - Hwy 27	34.0		6.57	15	1	0	16	2.43	1	0
28-00	Hwy 28 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
28-01	Lake Alma - Radville	39.8	242	3.52	4	3	0	7	1.99	5	0
28-02	Radville - Jct Hwy 13	20.1	521	3.81	7	2	0	9	2.36	4	0
	Subtotal - Hwy 28	59.9		7.33	15	5	0	20	2.73	9	0
29-00	Hwy 29 Section Not Known	0.0	0	0.00	6	0	0	6	0.00	0	0
29-01	Wilkie - Cloan Grid	23.1	900	7.60	4	1	0	5	0.66	1	0
29-02	Cloan Grid - Battleford	25.9	988	9.36	11	1	0	12	1.28	1	0
	Subtotal - Hwy 29	49.1		16.95	21	2	0	23	1.36	2	0
30-01	S Sask. River - Eston	21.4	252	1.96	2	0	0	2	1.02	0	0
30-02	Eston - Jct Hwy 7	37.0	215	2.90	3	1	0	4	1.38	1	0
	Subtotal - Hwy 30	58.3		4.86	5	1	0	6	1.23	1	0
31-00	Hwy 31 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
31-01	Jct Hwy 4 - Plenty	58.2	246	5.22	7	1	0	8	1.53	1	0
31-02	Plenty - S Jct Hwy 21	35.8	373	4.87	10	1	0	11	2.26	1	0
31-03	Kerrobert - Salvador	37.7	406	5.58	15	0	0	15	2.69	0	0
31-04	Salvador - Macklin	37.8	671	9.25	16	1	0	17	1.84	3	0
	Subtotal - Hwy 31	169.5		24.92	49	3	0	52	2.09	5	0

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2004 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
32-00	Hwy 32 Section Not Known	0.0	0	0.00	8	0	0	8	0.00	0	0
32-01	Jct Hwy 1 - Success	22.9	1,121	9.37	10	2	0	12	1.28	2	0
32-02	Success - Cabri	33.6	642	7.89	9	2	0	11	1.39	2	0
32-03	Cabri - Lancer	38.9	394	5.59	12	0	0	12	2.15	0	0
32-04	Lancer - Leader	47.4	403	6.96	8	2	0	10	1.44	2	0
	Subtotal - Hwy 32	142.8		29.81	47	6	0	53	1.78	6	0
33-00	Hwy 33 Section Not Known	0.0	0	0.00	10	0	0	10	0.00	0	0
33-01	Stoughton - Fillmore	38.2	852	11.87	13	1	0	14	1.18	1	0
33-02	Fillmore - Francis	39.1	833	11.89	24	2	0	26	2.19	4	0
33-03	Francis - Kronau	38.4	1,456	20.39	9	2	0	11	0.54	2	0
33-04	Kronau - Regina	20.3	2,184	16.18	12	3	0	15	0.93	6	0
	Subtotal - Hwy 33	135.9		60.33	68	8	0	76	1.26	13	0
34-00	Hwy 34 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
34-01	U.S. Border - Bengough	46.4	139	2.35	4	1	0	5	2.13	1	0
34-02	Bengough - Jct Hwy 13	16.3	340	2.03	2	0	0	2	0.99	0	0
	Subtotal - Hwy 34	62.7		4.37	8	1	0	9	2.06	1	0
35-00	Hwy 35 Section Not Known	0.0	0	0.00	38	0	0	38	0.00	0	0
35-01	U.S. Border - Oungre	16.2	194	1.15	1	0	0	1	0.87	0	0
35-02	Oungre - Colgate	28.5	424	4.41	14	0	0	14	3.18	0	0
35-03	Colgate - Weyburn	29.1	838	8.88	9	1	0	10	1.13	1	0
35-04	Weyburn - Francis	47.7	861	14.98	18	3	0	21	1.40	4	0
35-05	Jct Hwy 33 - Jct Hwy 48	23.2	236	2.00	4	1	0	5	2.50	1	0
35-06	Jct Hwy 48 - Qu'Appelle	24.6	246	2.21	6	0	0	6	2.72	0	0
35-07	Qu'Appelle - Jct Hwy 10	19.8	386	2.79	0	0	0	0	0.00	0	0
35-08	Fort Qu'Appelle - Lipton	15.8	1,303	7.50	7	1	0	8	1.07	9	0
35-09	Lipton - Leross	43.2	615	9.70	8	2	0	10	1.03	5	0
35-10	Leross - Elfros	50.4	454	8.36	7	3	0	10	1.20	5	0
35-11	Elfros - Wadena	23.7	757	6.55	4	0	0	4	0.61	0	0
35-12	Wadena - Jct Hwy 49	21.7	818	6.48	7	0	0	7	1.08	0	0
35-13	Jct Hwy 49 - Jct Hwy 349	46.4	590	9.99	12	2	0	14	1.40	4	0
35-14	Jct Hwy 349 - Tisdale	44.7	956	15.00	13	2	0	15	0.96	2	0
35-15	Tisdale - Jct Hwy 335	27.5	1,186	11.90	14	1	0	15	1.26	1	0
35-16	Jct Hwy 335 - Jct Hwy 55	28.2	1,529	15.71	26	2	0	28	1.78	2	0
35-17	Jct Hwy 55 - Torch River	36.2	170	2.24	5	1	0	6	2.67	1	0
	Subtotal - Hwy 35	526.7		130.44	193	19	0	212	1.63	35	0
36-00	Hwy 36 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
36-01	U.S. Border - W Jct Hwy 18	30.3	295	3.27	5	3	0	8	2.45	4	0
36-02	W Jct Hwy 18 - W Jct Hwy 13	38.8	294	4.17	14	1	0	15	3.60	1	0
36-03	E Jct Hwy 13 - Jct Hwy 2	64.7	236	5.58	9	0	0	9	1.61	0	0
	Subtotal - Hwy 36	133.9		13.01	29	4	0	33	2.54	5	0
37-00	Hwy 37 Section Not Known	0.0	0	0.00	6	0	0	6	0.00	0	0
37-01	U.S. Border - Climax	23.0	144	1.21	2	1	0	3	2.49	1	0
37-02	Climax - Shaunavon	52.1	358	6.82	16	2	0	18	2.64	2	0
37-03	Shaunavon - Gull Lake	51.5	941	17.69	20	1	0	21	1.19	1	0
37-04	Gull Lake - W Jct Hwy 332	33.3	328	3.98	5	2	0	7	1.76	2	0
37-05	E Jct Hwy 332 - Cabri	24.5	150	1.35	2	0	0	2	1.49	0	0
	Subtotal - Hwy 37	184.5		31.04	51	6	0	57	1.84	6	0
38-00	Hwy 38 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
38-01	Kelvington - Perigord	22.3	555	4.51	5	0	0	5	1.11	0	0
38-02	Perigord - Chelan	34.4	280	3.52	12	0	0	12	3.41	0	0

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2004 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
38-05	Kuroki - Kelvington	31.4	220	2.52	4	0	0	4	1.59	0	0
	Subtotal - Hwy 38	88.1		10.55	25	0	0	25	2.37	0	0
39-00	Hwy 39 Section Not Known	0.0	0	0.00	32	0	0	32	0.00	0	0
39-01	U.S. Border - Bienfait	27.0	872	8.58	8	0	0	8	0.93	0	0
39-02	Bienfait - Estevan	9.5	4,831	16.82	7	2	0	9	0.53	2	0
39-03	Estevan - Midale	40.9	2,273	33.96	23	6	0	29	0.85	9	0
39-04	Midale - Weyburn	43.7	2,313	36.92	20	7	1	28	0.76	8	1
39-05	Weyburn - Yellow Grass	26.8	2,815	27.49	13	4	1	18	0.65	8	1
39-06	Yellow Grass - Corinne	44.6	2,377	38.71	22	2	0	24	0.62	4	0
39-07	Corinne - Pitman	34.2	938	11.70	5	1	0	6	0.51	2	0
39-08	Pitman - Jct Hwy 1	34.3	1,171	14.64	11	1	0	12	0.82	1	0
	Subtotal - Hwy 39	261.0		188.82	141	23	2	166	0.88	34	2
40-00	Hwy 40 Section Not Known	0.0	0	0.00	18	0	0	18	0.00	0	0
40-01	Jct Hwy 3 - Blaine Lake	56.1	1,118	22.90	14	2	0	16	0.70	2	0
40-02	Blaine Lake - Hafford	36.0	487	6.40	7	3	0	10	1.56	3	0
40-03	Hafford - North Battleford	63.9	761	17.75	14	1	0	15	0.85	2	0
40-04	Battleford - E Jct Hwy 21	57.6	1,024	21.51	26	8	1	35	1.63	13	1
40-05	E Jct Hwy 21 - Neilburg	35.5	720	9.33	11	2	0	13	1.39	3	0
40-06	Neilburg - Alberta Border	25.4	1,293	11.98	19	4	1	24	2.01	5	2
	Subtotal - Hwy 40	274.5		89.86	109	20	2	131	1.46	28	3
41-00	Hwy 41 Section Not Known	0.0	0	0.00	28	0	0	28	0.00	0	0
41-01	Melfort - Jct Hwy 20	56.0	1,175	24.00	29	7	0	36	1.50	11	0
41-02	Jct Hwy 20 - Wakaw	29.8	1,205	13.12	17	1	0	18	1.37	1	0
41-03	Wakaw - Aberdeen	51.3	1,699	31.81	33	6	0	39	1.23	10	0
41-04	Aberdeen - Jct Hwy 41	26.9	2,942	28.91	22	6	1	29	1.00	11	1
	Subtotal - Hwy 41	164.0		97.84	129	20	1	150	1.53	33	1
42-00	Hwy 42 Section Not Known	0.0	0	0.00	6	0	0	6	0.00	0	0
42-01	Tuxford - Keeler	25.0	582	5.31	4	0	0	4	0.75	0	0
42-02	Keeler - E Jct Hwy 19	42.4	357	5.52	8	3	0	11	1.99	3	0
42-03	E Jct Hwy 19 - Diefenbaker Lake	38.7	280	3.95	5	2	0	7	1.77	4	0
42-04	Diefenbaker Lake - Jct Hwy 342	37.7	209	2.87	3	0	0	3	1.04	0	0
42-05	Jct Hwy 342 - Milden	50.9	229	5.00	9	0	0	9	1.80	0	0
	Subtotal - Hwy 42	203.6		22.66	35	5	0	40	1.77	7	0
43-00	Hwy 43 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
43-01	Jct Hwy 2 - Gravelbourg	37.9	478	6.62	6	3	0	9	1.36	3	0
43-02	Gravelbourg - S Jct Hwy 19	29.0	426	4.50	5	0	0	5	1.11	0	0
43-03	S Jct Hwy 19 - Jct Hwy 4	59.0	259	5.57	18	2	0	20	3.59	3	0
	Subtotal - Hwy 43	125.9		16.70	33	5	0	38	2.28	6	0
44-00	Hwy 44 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
44-02	Davidson - Loreburn	44.0	191	3.06	3	1	0	4	1.31	1	0
44-03	N Jct Hwy 19 - Jct Hwy 45	32.3	290	3.43	6	0	0	6	1.75	0	0
44-04	Jct Hwy 45 - Dinsmore	28.3	98	1.01	3	0	0	3	2.96	0	0
44-05	Jct Hwy 42 - S Jct Hwy 4	40.4	187	2.76	4	0	0	4	1.45	0	0
44-06	S Jct Hwy 4 - Eston	54.0	353	6.96	7	1	0	8	1.15	2	0
44-07	Eston - Glidden	33.2	302	3.65	4	1	0	5	1.37	1	0
44-08	Glidden - Mantario	44.9	285	4.67	4	1	0	5	1.07	1	0
44-09	Mantario - Alsask	33.6	185	2.27	1	0	1	2	0.88	0	2
	Subtotal - Hwy 44	310.9		27.82	39	4	1	44	1.58	5	2

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2004 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length In Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
45-00	Hwy 45 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
45-01	Lucky Lake - Birsay	18.4	425	2.86	1	1	0	2	0.70	1	0
45-02	Birsay - Jct Hwy 44	18.9	458	3.16	2	0	0	2	0.63	0	0
45-03	Jct Hwy 44 - E Jct Hwy 15	27.2	557	5.53	11	0	0	11	1.99	0	0
45-04	W Jct Hwy 15 - Delisle	49.7	626	11.35	13	6	0	19	1.67	7	0
	Subtotal - Hwy 45	114.2		22.90	28	7	0	35	1.53	8	0
46-00	Hwy 46 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
46-01	Balgownie - Regina	19.7	5,218	37.58	31	8	0	39	1.04	13	0
	Subtotal - Hwy 46	19.7		37.58	32	8	0	40	1.06	13	0
47-00	Hwy 47 Section Not Known	0.0	0	0.00	32	0	0	32	0.00	0	0
47-01	U.S. Border - Estevan	15.3	704	3.93	8	2	0	10	2.55	3	0
47-02	Estevan - Stoughton	57.7	1,217	25.62	25	5	0	30	1.17	8	0
47-03	Stoughton - Jct Hwy 48	56.2	267	5.49	8	2	0	10	1.82	2	0
47-04	Jct Hwy 48 - W Jct Hwy 1	26.6	54	0.53	1	0	0	1	1.90	0	0
47-05	Grenfell - S Jct Hwy 22	39.9	405	5.91	15	3	0	18	3.05	3	0
47-06	S Jct Hwy 22 - Melville	22.8	830	6.91	4	0	0	4	0.58	0	0
47-07	Melville - Willowbrook	30.0	286	3.14	2	0	0	2	0.64	0	0
47-08	Willowbrook - Springside	19.1	261	1.82	3	2	0	5	2.75	2	0
47-09	Springside - Buchanan	42.2	233	3.58	7	1	0	8	2.23	1	0
47-10	Buchanan - Preeceville	33.8	272	3.35	1	0	0	1	0.30	0	0
	Subtotal - Hwy 47	343.5		60.26	106	15	0	121	2.01	19	0
48-00	Hwy 48 Section Not Known	0.0	0	0.00	6	0	0	6	0.00	0	0
48-01	Manitoba Border - Fairlight	19.0	148	1.03	9	0	0	9	8.77	0	0
48-02	Fairlight - S Jct Hwy 9	44.7	390	6.37	15	2	0	17	2.67	3	0
48-03	N Jct Hwy 9 - Jct Hwy 47	57.9	659	13.93	19	2	0	21	1.51	3	0
48-04	Jct Hwy 47 - Jct Hwy 35	63.3	737	17.02	19	3	0	22	1.29	3	0
48-05	Jct Hwy 35 - White City	40.4	1,255	18.50	29	5	0	34	1.84	9	0
	Subtotal - Hwy 48	225.3		56.85	97	12	0	109	1.92	18	0
49-00	Hwy 49 Section Not Known	0.0	0	0.00	11	0	0	11	0.00	0	0
49-01	Manitoba Border - Pelly	25.4	415	3.85	4	1	0	5	1.30	1	0
49-02	Pelly - Stenen	33.8	680	8.37	11	2	0	13	1.55	2	0
49-03	Stenen - Okla	31.8	545	6.34	11	1	0	12	1.89	1	0
49-04	Okla - Kelvington	33.9	445	5.50	9	3	0	12	2.18	4	0
49-05	Kelvington - Jct Hwy 35	19.5	591	4.21	4	0	0	4	0.95	0	0
	Subtotal - Hwy 49	144.4		28.28	50	7	0	57	2.02	8	0
51-00	Hwy 51 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
51-01	Biggar - Tramping Lake	62.6	424	9.69	12	2	0	14	1.45	2	0
51-02	Tramping Lake - Kerrobert	25.9	344	3.25	7	1	0	8	2.46	3	0
51-03	Kerrobert - Major	34.4	251	3.16	8	1	0	9	2.85	1	0
51-04	Major - Alberta Border	29.6	260	2.81	5	2	0	7	2.49	2	0
	Subtotal - Hwy 51	152.7		18.91	37	6	0	43	2.27	6	0
52-00	Hwy 52 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
52-01	Yorkton - Willowbrook	21.6	930	7.33	7	2	0	9	1.23	5	0
52-02	Willowbrook - Jct Hwy 15	49.1	340	6.09	11	0	0	11	1.81	0	0
	Subtotal - Hwy 52	70.7		13.42	19	2	0	21	1.57	5	0
54-01	Jct Hwy 11 - Regina Beach	17.4	1,887	11.98	15	3	0	18	1.50	3	0
55-00	Hwy 55 Section Not Known	0.0	0	0.00	80	0	0	80	0.00	0	0
55-02	Jct Hwy 9 - S of Pakwaw Lake	38.3	60	0.84	6	1	0	7	8.35	1	0

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2004 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
55-03	S of Pakwaw L. - W of Crack. R.	29.5	122	1.31	7	1	0	8	6.10	2	0
55-04	W of Crack R Br - Jct Hwy 123	36.7	288	3.86	9	0	0	9	2.33	0	0
55-05	Jct Hwy 123 - Nipawin	28.3	1,242	12.83	17	1	1	19	1.48	2	1
55-06	Nipawin - White Fox	12.2	1,765	7.86	18	1	0	19	2.42	1	0
55-07	White Fox - Smeaton	50.4	852	15.66	41	4	1	46	2.94	4	1
55-08	Smeaton - Meath Park	36.6	1,092	14.58	23	4	1	28	1.92	6	1
55-09	Meath Park - Prince Albert	41.4	2,789	42.18	47	5	0	52	1.23	8	0
55-10	Shellbrook - Debden	49.3	1,417	25.51	32	1	3	36	1.41	8	3
55-11	Debden - Big River	38.4	1,037	14.55	19	1	0	20	1.38	1	0
55-12	Big River - Jct Hwy 124	48.4	366	6.46	20	2	0	22	3.41	2	0
55-13	Jct 124 - Green Lake	28.0	356	3.64	13	3	0	16	4.39	6	0
55-14	Green Lake - Meadow Lake	48.1	1,106	19.42	40	7	0	47	2.42	8	0
55-15	Meadow Lake - S Jct Hwy 26	67.4	702	17.28	20	4	0	24	1.39	6	0
55-16	Peerless - Alberta Border	52.1	773	14.69	39	6	0	45	3.06	9	0
	Subtotal - Hwy 55	605.1		200.68	431	41	6	478	2.38	64	6
56-00	Hwy 56 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
56-01	Indian Head - Katepwa Lake	21.1	812	6.24	6	2	0	8	1.28	2	0
56-02	Katepwa Lake - Fort Qu'Appelle	20.2	711	5.23	15	4	0	19	3.63	9	0
56-03	Fort Qu'Appelle - Echo Lake	11.3	1,108	4.58	6	2	0	8	1.75	2	0
	Subtotal - Hwy 56	52.5		16.05	29	8	0	37	2.30	13	0
57-01	Manitoba Border - Jct Hwy 5	19.3	724	5.09	8	0	0	8	1.57	0	0
58-00	Hwy 58 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
58-01	Jct Hwy 18 - Lafleche	35.6	182	2.37	2	0	0	2	0.84	0	0
58-02	Lafleche - Gravelbourg	19.7	680	4.88	10	0	0	10	2.05	0	0
58-03	Gravelbourg - Jct Hwy 363	31.8	206	2.39	1	1	0	2	0.84	2	0
58-04	Jct Hwy 363 - Jct Hwy 1	36.2	104	1.38	2	0	0	2	1.45	0	0
	Subtotal - Hwy 58	123.3		11.02	22	1	0	23	2.09	2	0
60-00	Hwy 60 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
60-01	Pike Lake - Saskatoon	23.9	1,372	11.97	43	2	0	45	3.76	3	0
	Subtotal - Hwy 60	23.9	1,372	11.97	43	2	0	45	3.76	3	0
80-00	Hwy 80 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
80-01	Esterhazy - Churchbridge	31.4	561	6.43	14	2	0	16	2.49	2	0
80-02	Jct Hwy 16 - Jct Hwy 10	35.3	194	2.51	5	0	0	5	2.00	0	0
	Subtotal - Hwy 80	66.7		8.94	21	2	0	23	2.57	2	0
99-10	Jct Hwy 6 - Craven	20.9	168	1.28	6	1	0	7	5.45	3	0
102-00	Hwy 102 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
102-25	La Ronge - Sucker River	30.3	879	9.73	13	4	1	18	1.85	8	1
102-26	Sucker River - Otter Rapids	54.3	289	5.74	5	2	0	7	1.22	6	0
102-27	Otter Rapids - Island Lake Cr	52.0	175	3.32	8	0	0	8	2.41	0	0
102-28	Island Lake Cr - Waddy River Br	36.4	147	1.95	4	4	0	8	4.10	7	0
102-29	Waddy River Br - Southend	43.4	160	2.53	8	3	0	11	4.34	15	0
	Subtotal - Hwy 102	216.4		23.27	43	13	1	57	2.45	36	1
106-00	Hwy 106 Section Not Known	0.0	0	0.00	9	0	0	9	0.00	0	0
106-01	Smeaton - Jct Hwy 120	67.5	406	10.01	12	1	0	13	1.30	2	0
106-02	Jct Hwy 120 - Jct Hwy 165	67.1	328	8.02	8	3	0	11	1.37	3	0
106-03	Jct Hwy 165 - Deschambault L.	82.1	337	10.10	6	1	0	7	0.69	3	0
106-04	Deschambault L. - Jct Hwy 135	40.6	342	5.07	2	0	0	2	0.39	0	0
106-05	Jct Hwy 135 - Flin Flon	68.0	467	11.59	9	0	0	9	0.78	0	0
	Subtotal - Hwy 106	325.2		44.78	46	5	0	51	1.14	8	0

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2004 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
120-00	Hwy 120 Section Not Known	0.0	0	0.00	6	0	0	6	0.00	0	0
120-01	Meath Park - Candle Lake	32.3	626	7.38	18	1	0	19	2.58	1	0
120-02	Candle Lake - Lower Fishing Lake	57.8	65	1.37	13	1	0	14	10.18	2	0
	Subtotal - Hwy 120	90.1		8.75	37	2	0	39	4.46	3	0
123-00	Hwy 123 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
123-01	Jct Hwy 163 - Kennedy Creek	41.8	267	4.08	10	0	0	10	2.45	0	0
123-02	Kennedy Cr. - Cumberland House	91.4	144	4.81	12	4	0	16	3.32	4	0
	Subtotal - Hwy 123	133.2		8.89	26	4	0	30	3.37	4	0
135-00	Hwy 135 Section Not Known	0.0	0	0.00	6	0	0	6	0.00	0	0
135-01	Jct Hwy 106 - Pelican Narrows	50.8	253	4.69	13	4	0	17	3.62	7	0
135-02	Pelican Narrows - Sandy Bay	70.2	98	2.51	9	6	0	15	5.97	12	0
	Subtotal - Hwy 135	121.1		7.21	28	10	0	38	5.27	19	0
155-00	Hwy 155 Section Not Known	0.0	0	0.00	8	0	0	8	0.00	0	0
155-01	Green Lake - Jct Hwy 101	94.5	509	17.57	47	4	0	51	2.90	5	0
155-02	Jct Hwy 101 - Buffalo Narrows	101.2	385	14.22	24	4	1	29	2.04	6	1
155-03	Buffalo Narrows - La Loche	105.3	265	10.20	6	1	0	7	0.69	3	0
	Subtotal - Hwy 155	301.0		41.99	85	9	1	95	2.26	14	1
165-01	Jct Hwy 106 - Jct Hwy 2	95.4	113	3.93	1	1	0	2	0.51	1	0
165-02	Jct Hwy 2 - Besnard Lake Rd.	55.6	170	3.45	2	2	0	4	1.16	3	0
165-03	Besnard Lake Rd - Key Lake Rd	56.0	103	2.11	1	0	0	1	0.47	0	0
165-04	Key Lake Rd - Jct Hwy 155	66.0	283	6.81	7	0	0	7	1.03	0	0
	Subtotal - Hwy 165	273.0		16.30	11	3	0	14	0.86	4	0
167-00	Hwy 167 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
167-01	Sturgeon Weir R. - Denare Beach	29.3	36	0.38	3	0	0	3	7.90	0	0
167-02	Denare Beach - Creighton	19.7	1,514	10.89	5	7	0	12	1.10	11	0
	Subtotal - Hwy 167	49.0		11.27	9	7	0	16	1.42	11	0
201-01	Broadview - Jct Hwy 247	19.2	406	2.85	3	0	0	3	1.05	0	0
202-01	Tuxford - Buffalo Pound Lake	15.5	137	0.77	1	1	0	2	2.58	1	0
204-01	Battlefords Provincial Park	5.2	230	0.43	0	0	0	0	0.00	0	0
209-01	Jct Hwy 9 - Kenosee Lake	4.2	570	0.87	2	1	0	3	3.45	1	0
210-00	Hwy 210 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
210-01	Fort Qu'Appelle - Echo Valley	7.2	718	1.89	9	0	0	9	4.76	0	0
210-02	Echo Valley - Jct Hwy 10	12.1	598	2.64	5	0	0	5	1.89	0	0
	Subtotal - Hwy 210	19.3		4.53	17	0	0	17	3.75	0	0
211-01	Dundurn - Blackstrap Lake	7.3	496	1.32	2	1	0	3	2.28	1	0
212-01	Duck Lake - Saskatchewan River	25.5	669	6.23	4	1	0	5	0.80	1	0
219-00	Hwy 219 Section Not Known	0.0	0	0.00	17	0	0	17	0.00	0	0
219-01	Danielson Provincial Park	1.6	110	0.07	1	0	0	1	15.28	0	0
219-02	Jct Hwy 44 - Jct Hwy 15	24.3	201	1.78	3	0	0	3	1.68	0	0
219-03	Jct Hwy 15 - White Cap I.R.	38.0	460	6.39	17	1	0	18	2.82	1	0
219-04	White Cap I.R. - Saskatoon	32.5	1,472	17.45	51	2	0	53	3.04	4	0
	Subtotal - Hwy 219	96.4		25.68	89	3	0	92	3.58	5	0
220-01	Bulyea - Rowan's Ravine	22.5	220	1.81	5	0	0	5	2.77	0	0

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2004 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length In Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
221-01	Jct Hwy 21 - Cypress Hills P. P.	4.0	290	0.43	1	0	0	1	2.34	0	0
224-01	Jct Hwy 4 - Goodsoil	47.2	92	1.58	4	0	0	4	2.52	0	0
225-01	Jct Hwy 2 - Jct Hwy 312	36.7	336	4.51	5	1	0	6	1.33	2	0
229-00	Hwy 229 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
229-01	Jct Hwy 9 - Good Spirit P.P.	16.6	217	1.32	2	0	0	2	1.52	0	0
229-02	Good Spirit P.P. - Jct Hwy 47	6.6	208	0.50	0	0	0	0	0.00	0	0
	Subtotal - Hwy 229	23.2		1.81	4	0	0	4	2.21	0	0
240-01	Jct Hwy 55 - P.A. National Park	40.3	174	2.55	9	1	0	10	3.92	1	0
247-01	Jct Hwy 9 - Jct Hwy 47	49.9	248	4.51	3	5	0	8	1.77	5	0
255-01	Jct Hwy 55 - Tobin Lake	22.7	183	1.52	4	0	0	4	2.64	0	0
261-01	E Sk. Landing P. P. - Jct Hwy 4	7.9	97	0.28	0	0	0	0	0.00	0	0
261-02	Jct Hwy 4 - W Sk. Landing P. P.	2.5	40	0.04	0	0	0	0	0.00	0	0
	Subtotal - Hwy 261	10.4		0.32	0	0	0	0	0.00	0	0
263-00	Hwy 263 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
263-01	Jct Hwy 2 - P.A. National Park	18.1	988	6.53	11	3	1	15	2.30	4	1
	Subtotal - Hwy 263	18.1	988	6.53	13	3	1	17	2.30	4	1
264-01	Jct Hwy 2 - Prince Albert	8.0	710	2.07	3	0	0	3	1.45	0	0
265-00	Hwy 229 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
265-01	Jct Hwy 20 - Candle Lake	28.8	444	4.67	6	0	0	6	1.28	0	0
	Subtotal - Hwy 265	28.8	444	4.67	6	0	0	6	1.28	0	0
271-01	Maple Creek - Cypress Hills	43.6	196	3.12	8	0	0	8	2.57	0	0
271-02	Jct Hwy 271 - 01 - Fort Walsh	9.5	130	0.45	0	0	0	0	0.00	0	0
	Subtotal - Hwy 271	53.2		3.57	8	0	0	8	2.24	0	0
301-01	Jct Hwy 1 - Jct Hwy 202	21.3	142	1.11	2	0	0	2	1.81	0	0
302-00	Hwy 302 Section Not Known	0.0	0	0.00	7	0	0		0.00	0	0
302-01	S Sask River - Prince Albert	38.4	435	6.10	16	2	0	18	2.95	2	0
302-02	Prince Albert - 30 Km West	26.9	547	5.37	10	1	0	11	2.05	2	0
	Subtotal - Hwy 302	65.3		11.47	33	3	0	36	3.14	4	0
303-00	Hwy 303 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
303-01	Turtleford - Jct Hwy 21	23.0	900	7.54	8	2	0	10	1.33	2	0
303-02	Jct Hwy 21 - Jct Hwy 16	45.6	1,152	19.19	17	2	0	19	0.99	2	0
	Subtotal - Hwy 303	68.6		26.73	28	4	0	32	1.20	4	0
304-01	Jct Hwy 4 - Jct Hwy 26	48.7	710	12.61	39	1	0	40	3.17	2	0
305-00	Hwy 305 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
305-01	Warman - Jct Hwy 12	6.5	1,307	3.12	1	1	0	2	0.64	1	0
305-02	Jct Hwy 12 - Langham	20.6	640	4.82	13	0	0	13	2.69	0	0
	Subtotal - Hwy 305	27.2		7.94	15	1	0	16	2.01	1	0
306-01	Jct Hwy 35 - Riceton	39.0	54	0.77	3	0	0	3	3.89	0	0
306-02	Riceton - Jct Hwy 6	27.8	233	2.37	4	0	0	4	1.69	0	0
	Subtotal - Hwy 306	66.8		3.14	7	0	0	7	2.23	0	0

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2004 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length In Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
307-00	Hwy 305 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
307-01	Jct Hwy 7 - Smiley	17.8	390	2.53	1	0	0	1	0.40	0	0
307-02	Smiley - Jct Hwy 21	29.3	437	4.67	5	0	0	5	1.07	0	0
Subtotal - Hwy 307		47.1		7.21	7	0	0	7	0.97	0	0
308-01	Manitoba Border - Jct Hwy 8	14.8	313	1.69	3	1	0	4	2.36	1	0
309-01	Ebenezer - Rhein	18.4	422	2.83	7	0	0	7	2.47	0	0
310-00	Hwy 310 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
310-01	Balcarres - Ituna	43.3	410	6.47	8	0	0	8	1.24	0	0
310-03	Jct Hwy 52 - Foam Lake	50.9	157	2.91	1	0	0	1	0.34	0	0
310-04	Foam Lake - Kuroki	30.4	364	4.03	7	0	0	7	1.74	0	0
Subtotal - Hwy 310		124.5		13.41	20	0	0	20	1.49	0	0
312-00	Hwy 312 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
312-01	Wakaw - Rosthern	40.9	423	6.32	10	0	0	10	1.58	0	0
312-02	Rosthern - Jct Hwy 12	37.0	716	9.66	11	1	0	12	1.24	1	0
Subtotal - Hwy 312		77.9		15.98	24	1	0	25	1.56	1	0
316-01	Clavet - Hwy 5	16.0	446	2.60	3	0	0	3	1.15	0	0
317-00	Hwy 317 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
317-01	Jct Hwy 7 - S Jct Hwy 51	46.9	140	2.40	0	0	0	0	0.00	0	0
317-02	N Jct Hwy 51 - Jct Hwy 31	44.6	204	3.32	4	0	0	4	1.20	0	0
Subtotal - Hwy 317		91.5		5.72	4	0	0	4	0.70	0	0
318-01	Carnduff - Alida	27.8	292	2.96	7	0	0	7	2.37	0	0
320-01	Jct Hwy 20 - Domremy	26.3	121	1.16	3	0	0	3	2.59	0	0
321-01	Liebenthal - Alberta Border	33.2	459	5.56	13	1	0	14	2.52	2	0
322-00	Hwy 322 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
322-01	Jct Hwy 20 - Jct Hwy 220	29.2	406	4.34	7	2	0	9	2.08	2	0
Subtotal - Hwy 317		29.2		4.34	7	2	0	9	2.08	2	0
324-01	Jct Hwy 378 - Mayfair	18.6	108	0.73	0	0	0	0	0.00	0	0
332-01	Jct Hwy 32 - Hazlet	43.9	221	3.55	6	0	0	6	1.69	0	0
334-00	Hwy 334 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
334-01	Jct Hwy 13 - Avonlea	62.4	131	2.99	3	0	0	3	1.00	0	0
334-02	Avonlea - Corinne	33.9	465	5.74	7	0	0	7	1.22	0	0
Subtotal - Hwy 334		96.3		8.74	13	0	0	13	1.49	0	0
335-00	Hwy 335 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
335-01	Jct Hwy 23 - Jct Hwy 35	21.2	547	4.24	4	1	0	5	1.18	1	0
335-02	Jct Hwy 35 - Gronlid	29.4	505	5.41	6	0	0	6	1.11	0	0
Subtotal - Hwy 335		50.6		9.64	12	1	0	13	1.35	1	0
339-00	Hwy 339 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
339-01	Avonlea - Jct Hwy 39	50.1	302	5.51	9	1	0	10	1.81	1	0
Subtotal - Hwy 339		50.1	302	5.51	9	1	0	10	1.81	1	0
340-01	Radisson - Hafford	30.6	281	3.14	6	0	0	6	1.91	0	0
342-00	Hwy 342 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
342-01	Jct Hwy 42 - Beechy	11.8	355	1.53	2	0	0	2	1.31	0	0

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2004 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
342-02	Beechy - Clearwater Lake	43.9	204	3.26	5	0	0	5	1.53	0	0
342-03	Clearwater Lake - Jct Hwy 4	6.7	227	0.56	2	0	0	2	3.59	0	0
342-04	Jct Hwy 4 - Lacadena	31.2	161	1.83	4	0	0	4	2.19	0	0
342-05	Lacadena - Jct Hwy 44	29.7	78	0.85	2	0	0	2	2.35	0	0
	Subtotal - Hwy 342	123.3		8.03	19	0	0	19	2.37	0	0
343-01	Jct Hwy 4 - Simmie	32.9	201	2.42	2	0	0	2	0.83	0	0
349-00	Hwy 349 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
349-10	Jct Hwy 38 - Archerwill	23.2	220	1.86	8	0	0	8	4.30	0	0
349-11	Jct Hwy 35 - Naicam	32.6	349	4.14	10	0	0	10	2.41	0	0
	Subtotal - Hwy 349	55.7		6.00	21	0	0	21	3.50	0	0
350-01	U.S. Border - Jct Hwy 18	16.3	96	0.57	2	0	0	2	3.48	0	0
354-01	Bethune - Dilke	20.6	299	2.25	7	0	0	7	3.10	0	0
355-00	Hwy 355 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
355-01	Meath Park - Spruce Home	28.0	305	3.12	2	1	0	3	0.96	1	0
355-02	Spruce Home - 11 km West	17.4	634	4.03	2	0	0	2	0.50	0	0
	Subtotal - Hwy 355	45.4		7.15	4	1	0	5	0.70	1	0
357-01	Togo - Jct Hwy 8	20.4	116	0.86	2	0	0	2	2.32	0	0
358-01	Wood Mountain - Limerick	42.6	194	3.02	7	0	0	7	2.32	0	0
361-00	Hwy 361 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
361-11	Manitoba Border - Jct Hwy 8	18.8	60	0.41	2	0	0	2	4.84	0	0
361-12	Jct Hwy 8 - Jct Hwy 9	47.7	144	2.50	5	0	0	5	2.00	0	0
361-13	Jct Hwy 9 - Jct Hwy 47	52.4	428	8.18	21	3	0	24	2.93	3	0
	Subtotal - Hwy 361	118.9		11.10	28	3	0	31	2.79	3	0
363-00	Hwy 363 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
363-01	Moose Jaw - Courval	70.6	336	8.67	11	1	0	12	1.38	1	0
363-02	Courval - Hodgeville	57.5	139	2.91	6	0	0	6	2.06	0	0
363-03	Hodgeville - Jct Hwy 4	69.9	209	5.34	14	1	0	15	2.81	2	0
	Subtotal - Hwy 363	198.0		16.91	35	2	0	37	2.19	3	0
364-01	Balgonie - Edgeley	37.3	516	7.02	10	3	0	13	1.85	4	0
365-01	Watrous - Plunkett	35.3	511	6.59	18	4	0	22	3.34	5	0
367-01	Eyeblow - Jct Hwy 19	23.8	195	1.69	5	0	0	5	2.95	0	0
368-00	Hwy 368 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
368-01	Muenster - St. Brieux	56.5	428	8.84	14	1	1	16	1.81	2	1
368-02	St. Brieux - Beatty	33.4	636	7.75	13	1	0	14	1.81	2	0
	Subtotal - Hwy 368	89.9		16.58	31	2	1	34	2.05	4	1
369-01	Jct Hwy 10 - Togo	20.6	58	0.44	0	0	0	0	0.00	0	0
371-01	Fox Valley - Alberta Border	41.5	299	4.53	12	3	0	15	3.31	4	0
373-01	Jct Hwy 42 - Birsay	14.0	163	0.83	1	1	0	2	2.41	1	0
374-01	Jct Hwy 21 - Jct Hwy 14	50.0	88	1.60	0	0	0	0	0.00	0	0
376-00	Hwy 376 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
376-01	Jct Hwy 14 - Arelee	29.4	160	1.72	2	1	0	3	1.74	2	0
376-02	Arelee - Sonningdale	26.1	84	0.80	2	0	0	2	2.50	0	0
376-03	Sonningdale - Maymont	21.4	187	1.46	6	0	0	6	4.10	0	0
376-04	Maymont - Jct Hwy 40	18.0	138	0.90	1	1	0	2	2.21	1	0
376-05	Jct Hwy 40 - Jct Hwy 324	25.9	41	0.39	1	0	0	1	2.56	0	0
	Subtotal - Hwy 376	120.7		5.28	16	2	0	18	3.41	3	0

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Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
377-01	Radville - Ceylon	22.9	317	2.64	6	1	0	7	2.65	2	0
378-00	Hwy 378 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
378-01	Jct Hwy 4 - Rabbit Lake	67.0	236	5.78	8	0	0	8	1.38	0	0
378-02	Rabbit Lake - Spiritwood	41.6	252	3.82	15	1	0	16	4.19	1	0
	Subtotal - Hwy 378	108.6		9.60	24	1	0	25	2.60	1	0
379-01	McMahon - Wymark	18.4	243	1.63	2	0	0	2	1.22	0	0
381-01	MacNutt - Jct Hwy 8	24.6	78	0.70	0	0	0	0	0.00	0	0
397-01	Allan - Elstow	12.4	760	3.44	4	1	0	5	1.45	1	0
903-00	Hwy 903 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
903-01	Jct Hwy 55 - N.A.D. Boundry	50.2	237	4.35	22	1	0	23	5.29	2	0
903-02	N.A.D. Boundry - Jct Hwy 965	55.3	168	3.39	6	1	0	7	2.06	1	0
903-03	Jct Hwy 965 - End	73.6	55	1.48	3	1	0	4	2.70	1	0
	Subtotal - Hwy 903	179.2		9.23	34	3	0	37	4.01	4	0
904-01	Jct Hwy 224 - Jct Hwy 903	30.2	101	1.11	6	1	0	7	6.28	1	0
905-00	Hwy 905 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
905-01	Jct Hwy 102 - Acc to Atwater L.	67.8	55	1.36	1	1	0	2	1.47	1	0
905-02	Atwater L. Acc - Courtney L. Acc	79.3	40	1.16	3	0	0	3	2.59	0	0
905-03	Courtney L. Acc. - to W. Lodge	88.6	55	1.78	3	1	0	4	2.25	2	0
905-04	W. Lodge Access - Henday Lake	32.7	60	0.72	3	2	0	5	6.98	2	0
905-05	Points North - Hawk Rock River	78.3	40	1.14	0	0	0	0	0.00	0	0
905-06	Hawk Rock River - Black Lake	106.7	40	1.56	0	0	0	0	0.00	0	0
905-07	Black Lake - Stony Rapids	22.2	132	1.07	5	1	0	6	5.61	2	0
	Subtotal - Hwy 905	475.6		8.78	22	5	0	20	2.28	7	0
907-01	Jct Hwy 165 - Burnoff Farm	5.5	100	0.20	0	0	0	0	0.00	0	0
908-01	Jct Hwy 155 - End	20.6	389	2.93	1	1	0	2	0.68	1	0
909-01	Jct Hwy 155 - Turnor Lake	30.0	220	2.41	5	0	0	5	2.07	0	0
910-01	Jct Hwy 165 - End	34.1	36	0.44	0	0	0	0	0.00	0	0
911-01	Jct Hwy 106 - Deschambault L.	29.1	150	1.59	7	0	1	8	5.03	2	1
912-00	Hwy 912 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
912-01	Jct Hwy 106 - Jct Hwy 913			0.00	0	0	0	0	0.00	0	0
912-02	Jct Hwy 913 - Jct Hwy 165	67.2	11	0.27	0	0	0	0	0.00	0	0
912-03	Jct Hwy 165 - End	34.8	12	0.15	0	0	0	0	0.00	0	0
	Subtotal - Hwy 913	102.0		0.42	0	0	0	0	0.00	0	0
913-00	Hwy 913 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
913-01	Jct Hwy 120 - Jct Hwy 912	40.9	46	0.68	4	0	0	4	5.85	0	0
913-02	Jct Hwy 912 - Jct Hwy 106	24.3	32	0.28	0	0	0	0	0.00	0	0
	Subtotal - Hwy 913	65.2		0.97	4	0	0	4	4.13	0	0
914-01	Jct Hwy 165 - Pinehouse Lake	50.0	106	1.93	1	1	0	2	1.03	1	0
914-02	Pinehouse Lake - Bridge (N. Abut)	25.3	40	0.37	0	0	0	0	0.00	0	0
914-03	Churchill River - Key Lake	194.3	30	2.13	2	0	0	2	0.94	0	0
	Subtotal - Hwy 914	269.5		4.43	3	1	0	4	0.90	1	0
915-01	Jct Hwy 102 - Stanley Mission	35.8	150	1.96	3	2	0	5	2.55	2	0
916-00	Hwy 916 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
916-01	Jct Hwy 2 - Jct Hwy 921	41.4	35	0.53	0	2	0	2	3.79	2	0
916-02	Jct Hwy 921 - Jct Hwy 917	48.7	45	0.80	1	0	0	1	1.25	0	0
916-03	Jct Hwy 917 - Jct Hwy 924	20.4	56	0.42	0	0	0	0	0.00	0	0
	Subtotal - Hwy 916	110.5		1.74	2	2	0	4	2.29	2	0

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2004 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
917-01	Jct Hwy 916 - End	26.5	9	0.08	0	0	0	0	0.00	0	0
918-01	Jct Hwy 165 - (I.R. Bdwy - End)	92.4	71	2.39	6	0	0	6	2.52	0	0
919-01	Jct Hwy 21 - Cold River	20.9	34	0.26	0	0	0	0	0.00	0	0
919-02	Cold River - SK Alta Border	34.9	52	0.67	1	1	0	2	3.00	2	0
	Subtotal - Hwy 919	55.7		0.92	1	1	0	2	2.16	2	0
920-03	Jct Hwy 106 - Jct Hwy 932	3.5	70	0.09	0	0	0	0	0.00	0	0
920-04	Jct Hwy 932 - Jct Hwy 933				0	0	0	0	#DIV/0!	0	0
	Subtotal - Hwy 920	3.5		0.09	0	0	0	0	0.00	0	0
922-01	Bodmin - N of Jct Hwy 940	30.8	67	0.75	5	0	0	5	6.67	0	0
922-02	N Jct Hwy 940 - Jct Hwy 916	61.3	25	0.55	3	0	0	0	0.00	0	0
	Subtotal - Hwy 922	92.2		1.30	8	0	0	8	6.14	0	0
923-01	Jct Hwy 922 - End	22.8	20	0.17	0	0	0	0	0.00	0	0
924-01	Jct Hwy 55 - Dore Lake	65.3	45	1.07	7	0	0	7	6.56	0	0
925-00	Hwy 925 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
925-01	Jct Hwy 155 - Dillon	58.8	148	3.17	15	1	0	16	5.05	3	0
925-02	Jct Hwy 925 - N. Lmts. of Michel	22.2	63	0.51	4	0	0	4	7.79	0	0
	Subtotal - Hwy 925	81.0		3.68	20	1	0	21	5.70	3	0
926-01	Jct Hwy 120 - Jct Hwy 969	78.6	31	0.90	1	0	0	1	1.11	0	0
927-01	Jct Hwy 912 - East Trout Lake	23.3	20	0.17	0	0	0	0	0.00	0	0
928-01	Jct Hwy 120 - 0.4Km SE of Park Bd.	12.5	25	0.11	1	0	0	1	8.76	0	0
930-01	Jct Hwy 2 - Jct Hwy 969	0.0	0	0.00	0	0	0	0	0.00	0	0
931-01	Jct Hwy 926 - End	6.0	10	0.02	0	0	0	0	0.00	0	0
932-01	Jct Hwy 106 - Jct Hwy 920-03	0.0	0	0.00	0	0	0	0	0.00	0	0
934-01	Jct Hwy 912 - End	12.3	10	0.04	0	0	0	0	0.00	0	0
935-01	Jct Hwy 165 - Jct Hwy 910	8.2	80	0.24	0	0	0	0	0.00	0	0
936-01	Jct Hwy 2 - End	42.3	5	0.08	0	0	0	0	0.00	0	0
937-01	Jct. Hwy 939 - End	42.2	11	0.16	0	0	0	0	0.00	0	0
939-01	Jct Hwy 916 - 47.7 Km North	41.4	20	0.30	0	0	0	0	0.00	0	0
940-01	Jct Hwy 922 - End	0.0	0	0.00	0	0	0	0	0.00	0	0
941-01	Jct Hwy 904 - S Jct Hwy 951	0.0	0	0.00	1	1	0	2	0.00	4	0
942-01	Jct Hwy 55 - 42 Km N Jct Hwy 943	56.0	32	0.66	3	0	0	3	4.53	0	0
943-01	Hwy 942 - Jct Hwy 946	27.6	30	0.30	2	0	0	2	6.62	0	0
943-02	Jct Hwy 946 - 4 Km E of Meetoos	34.6	16	0.20	1	0	0	1	5.03	0	0
	Subtotal - Hwy 943	62.2		0.50	3	0	0	3	5.99	0	0
945-01	Jct Hwy 24 - Jct Hwy 943	29.0	44	0.20	2	0	0	2	10.07	0	0
946-01	23.3 Km S of Jct Hwy 943	21.5	15	0.12	0	0	0	0	0.00	0	0
950-01	Jct Hwy 224 - Jct Hwy 919	35.3	50	0.64	0	0	0	0	0.00	0	0
952-01	8.30 Km S of Jct Hwy 953	0.0	0	0.00	0	0	0	0	0.00	0	0
953-01	Jct Hwy 263 - Jct Hwy 2	32.4	179	2.11	4	2	0	6	2.84	2	0
954-01	Jct Hwy 26 - End	12.2	242	1.08	0	0	0	0	0.00	0	0
955-00	Hwy 955 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
955-04	La Loche - Cluff Lake	244.9	51	4.56	6	4	0	10	2.19	16	0
	Subtotal - Hwy 955	244.9		4.56	7	4	0	11	2.41	16	0

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2004 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
956-01	Jct Hwy 155 - Alberta Border	53.9	62	1.21	0	0	0	0	0.00	0	0
962-01	Eldorado - Uranium City	8.4	150	0.46	0	0	0	0	0.00	0	0
965-00	Hwy 965 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
965-05	Jct Hwy 155 - Jct Hwy 903	46.7	177	3.02	3	2	0	5	1.66	2	0
	Subtotal - Hwy 965	46.7	177	3.02	3	2	0	5	1.66	2	0
969-00	Hwy 969 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
969-01	Jct Hwy 2 - Jct Hwy 930	14.9	240	1.31	1	0	0	1	0.76	0	0
969-02	Jct Hwy 930 - Jct Hwy 165	100.2	50	1.83	3	0	0	3	1.64	0	0
	Subtotal - Hwy 969	115.1		3.14	5	0	0	5	1.59	0	0
980-00	Hwy 980 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
980-02	83.20 Km S of Armit Jct Hwy 3	84.0	20	0.61	5	0	0	5	8.16	0	0
	Subtotal - Hwy 980	84.0	20	0.61	5	0	0	5	8.16	0	0
981-01	Jct Hwy 980 - End	26.5	5	0.05	0	0	0	0	0.00	0	0
982-01	N of Swan Plain - Jct Hwy 983	26.8	26	0.26	0	0	0	0	0.00	0	0
982-02	Jct Hwy 983 - Jct Hwy 9	30.6	28	0.31	1	0	0	1	3.25	0	0
	Subtotal - Hwy 982	57.4		0.57	1	0	0	1	1.77	0	0
983-00	Hwy 983 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
983-02	Jct Hwy 982 - Jct Hwy 9	30.7	28	0.31	0	0	0	0	0.00	0	0
983-03	Jct Hwy 9 - Jct Hwy 984	26.3	20	0.19	0	0	0	0	0.00	0	0
	Subtotal - Hwy 983	57.0		0.50	1	0	0	1	1.99	0	0
984-01	9 Km S of Jct Hwy 983 - Jct Hwy 23	14.0	39	0.20	0	0	0	0	0.00	0	0
	Other*				92	13	2	107		18	2
GRAND TOTAL		22,533		7,500	9,326	1,222	64	10,612		1,965	82

* Includes industrial access roads, northern tributaries, sub-connectors, service roads and not stated control sections.

Highway Collisions by Road Classification and Severity

Figure 11.2

Highway Road Classification	Collisions				Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Major Arterial	3,216	607	37	3,860	1025	47
Minor Arterial	2,574	329	17	2,920	519	23
Collector	2,079	229	7	2,315	328	8
Local	1,355	52	3	1,410	88	4
Not Stated	102	5	0	107	7	0
TOTAL	9,326	1,222	64	10,612	1,967	82

Traffic Collision Statistics – Section 11

2004 Traffic Collision Statistics

Figure 11.3

Urban communities with a population of 5,000 or more

Community	Population	Collisions				Acc/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Estevan	10,790	297	47	0	344	3.19	58	0
Humboldt	5,602	109	15	0	124	2.21	20	0
Lloydminster	9,538	282	58	2	342	3.59	75	2
Meadow Lake	6,524	120	9	0	129	1.98	11	0
Melfort	5,896	99	13	0	112	1.90	14	0
Moose Jaw	34,707	868	170	1	1,039	2.99	244	2
Nipawin	5,075	99	8	0	107	2.11	11	0
North Battleford	15,204	355	84	1	440	2.89	124	1
Prince Albert	40,382	1043	182	0	1,225	3.03	252	0
Regina	186,766	6,421	1,404	5	7,830	4.19	1,824	5
Saskatoon	210,517	8,594	1,183	3	9,780	4.65	1,490	4
Swift Current	16,072	377	48	0	425	2.64	63	0
Weyburn	10,080	175	19	0	194	1.92	23	0
Yorkton	17,186	373	62	1	436	2.54	96	1
Total	574,341	19,212	3,302	13	22,527	3.92	4,305	15

Populations are based on Saskatchewan Health Services Plan statistics.

The Traffic Accident Information System (TAIS) provides each city municipal engineering department with collision data specific to their city. This data, mostly in electronic form, enables each city to do a much more detailed analysis of their collisions. Many of them, in turn, summarize and publish their own collision statistics and internal analysis.

Additional information specific to any city may be obtained by contacting their respective engineering department. A listing of contacts for each city is provided below.

Estevan	Mr. Greg Wock	(306) 634-1823
Humboldt	Mr. Rod Halyk	(306) 682-2221
Lloydminster	Mr. Adam Homes	(780) 871-8335
Melfort	Mr. Grafield Hnatiuk	(306) 752-5911
Melville	Mr. Owen Green	(306) 728-6865
Moose Jaw	Mr. Ryan Johnson	(306) 694-4473
North Battleford	Mr. Randy Steriloff	(306) 445-1735
Prince Albert	Mr. Robin Benoit	(306) 953-4900
Regina	Mr. Allan Duff	(306) 777-7419
Saskatoon	Mr. Don Cook	(306) 975-2642
Swift Current	Mr. Sean Lopeter	(306) 778-2777
Weyburn	Mr. Blaine Frank	(306) 848-3230
Yorkton	Mr. Max Zasada	(306) 786-1733

Additional information is available from TAIS for any community wishing to do further analysis of the collisions in their respective areas.

Traffic Collision Statistics – Section 11

2004 Pedestrian Collisions In Urban Communities With a Population of 5,000 or More

Figure 11.4

Community	Collisions			Persons	
	Personal Injury	Fatal	Total	Injured	Killed
Estevan	0	0	0	0	0
Humboldt	1	0	1	1	0
Lloydminster	3	0	3	4	0
Meadow Lake	2	0	2	2	0
Melfort	2	0	2	2	0
Moose Jaw	14	0	14	18	0
Nipawin	2	0	2	2	0
North Battleford	8	0	8	10	0
Prince Albert	14	0	14	15	0
Regina	75	2	77	77	2
Saskatoon	79	0	79	84	0
Swift Current	5	0	5	5	0
Weyburn	1	0	1	1	0
Yorkton	5	1	6	5	1
Total	211	3	214	226	3

2004 Bicycle Collisions In Urban Communities With a Population of 5,000 or More

Figure 11.5

Community	Collisions				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Estevan	3	3	0	6	3	0
Humboldt	0	1	0	1	1	0
Lloydminster	1	3	0	4	3	0
Meadow Lake	0	0	0	0	0	0
Melfort	0	1	0	1	1	0
Moose Jaw	4	5	0	9	5	0
Nipawin	0	0	0	0	0	0
North Battleford	0	6	1	7	6	0
Prince Albert	1	9	0	10	9	0
Regina	26	71	2	99	72	2
Saskatoon	27	68	0	95	71	0
Swift Current	1	4	0	5	4	0
Weyburn	0	1	0	1	1	0
Yorkton	0	0	0	0	0	0
Total	63	172	3	238	176	2

2004 Alcohol-Involved Collisions In Urban Communities With a Population of 5,000 or More

Figure 11.6

Community	Collisions				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Estevan	4	2	0	6	3	0
Humboldt	1	2	0	3	2	0
Lloydminster	11	1	2	14	3	2
Meadow Lake	4	1	0	5	3	0
Melfort	0	2	0	2	2	0
Moose Jaw	13	14	1	28	27	2
Nipawin	1	0	0	1	0	0
North Battleford	13	8	0	21	17	0
Prince Albert	27	12	0	39	20	0
Regina	159	116	0	275	164	0
Saskatoon	164	63	1	228	99	1
Swift Current	8	5	0	13	7	0
Weyburn	4	1	0	5	2	0
Yorkton	7	3	1	11	5	1
Total	416	230	5	651	354	6

Traffic Collision Statistics – Section 11

Traffic Collision Statistics by Intersection - Three Cities Intersections Listed In Order Of 2004 Collision Frequency

Figure 11.7

Saskatoon	Traffic Control	Collisions			Collisions/ 10 mil veh*
		2002	2003	2004	
Warman Rd & Lenore Dr	Traffic Signals	77	87	87	55.62
Ave C & Circle Dr	Traffic Signals	61	69	67	34.19
Diefenbaker Dr & 22nd St	Traffic Signals	36	62	55	44.66
Millar Ave & Circle Dr	Traffic Signals	51	49	54	22.98
22nd St & Confederation/Fairlight Dr	Traffic Signals	44	47	51	28.38
Preston Ave & College Dr	Traffic Signals	38	43	48	25.41
College Dr & Circle Dr (East)	Traffic Signals	33	31	48	24.56
Acadia Dr & 8Th St	Traffic Signals	48	35	48	33.24
McKercher Dr & 8th St	Traffic Signals	33	56	45	40.39
Idylwyld Dr & 33nd St	Traffic Signals	32	54	44	27.54
Idylwyld Dr & 22nd St	Traffic Signals	54	50	44	22.57
Ave P & 22nd St	Traffic Signals	34	43	43	29.75
Millar Ave & 51st St	Traffic Signals	44	63	42	31.52
Central Ave & Attridge Dr	Traffic Signals	31	54	42	36.35
3rd Ave & 33rd St	Traffic Signals	25	41	39	25.95
Regina					
Dewdney Ave & Lewvan Dr	Traffic Signals	45	45	54	31.07
Pasqua St & Ring Rd & 9th Ave	Traffic Signals	35	43	48	24.52
4th Ave & Lewvan Dr	Traffic Signals	39	43	44	27.10
Park St & Victoria Ave E	Traffic Signals	29	28	43	26.33
Rochdale Blvd & Pasqua St	Traffic Signals	27	35	41	34.37
Arcola Ave E & University Pk Dr	Traffic Signals	38	41	40	26.02
Albert St & Saskatchewan Dr	Traffic Signals	63	65	39	20.10
9th Ave N & McCarthy Blvd	Traffic Signals	27	40	38	35.88
Victoria Ave & Fleet St & University Pk Dr	Traffic Signals	38	47	38	19.34
Albert St & Parliament Ave	Traffic Signals	29	33	37	24.64
Albert St & Victoria Ave	Traffic Signals	25	29	33	19.81
Albert St & Dewdney Ave	Traffic Signals	23	28	33	17.61
Kramer Blvd & Wascana Parkway	Traffic Signals	14	20	29	31.52
4Th Ave & Broad St	Traffic Signals	12	18	26	17.97
Saskatchewan Dr & Winnipeg St	Traffic Signals	27	30	26	24.71
Prince Albert					
6th Ave E & 15th St	Traffic Signals	18	24	34	25.19
2nd Ave W & 15th St	Traffic Signals	26	36	29	18.05
2nd Ave W & 28th St	Traffic Signals	10	16	23	16.76
6 Ave. E & 22 St.	Traffic Signals	9	6	20	16.59
2 Ave. W & 12 St.	Traffic Signals	10	7	17	16.97
6th Ave E & 28th St	Traffic Signals	8	14	16	14.19
6th Ave E & Marquis Rd	Traffic Signals	7	10	15	18.42
Central Ave & 15th St	Traffic Signals	8	11	13	11.14
1 Ave. E & 15 St.	Traffic Signals	12	8	12	10.19
2 Ave. W & 22 St.	Traffic Signals	5	3	12	10.94
2 Ave. W & Marquis Rd.	Traffic Signals	16	26	12	10.08
15 Ave. E & 15 St.	Traffic Signals	13	3	10	17.93
6 Ave. W & 15 St.	Traffic Signals	16	4	10	18.00
Central Ave & 28th St	Traffic Signals	9	9	10	13.68
1st Ave. E & 12 St.	Traffic Signals	7	4	8	17.55

* Collisions per 10 million vehicles travelling through the location

Traffic Collision Statistics – Section 11

2004 Traffic Collision Statistics

Figure 11.8

Urban communities with a population between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Aberdeen	739	2	0	0	2	0.27	0	0
Air Ronge	1,562	7	2	0	9	0.58	3	0
Alameda	361	0	1	0	1	0.28	1	0
Allan	802	4	0	0	4	0.50	0	0
Annaheim	271	0	1	0	1	0.37	1	0
Arborefield	405	2	0	0	2	0.49	0	0
Archerwill	334	3	1	0	4	1.20	2	0
Arcola	579	6	0	0	6	1.04	0	0
Asquith	782	1	0	0	1	0.13	0	0
Assiniboia	2,700	49	2	0	51	1.89	2	0
Avonlea	441	2	0	0	2	0.45	0	0
Balcarres	620	13	2	0	15	2.42	2	0
Balgonie	1,613	9	2	0	11	0.68	3	0
Battleford	4,130	37	9	0	46	1.11	10	0
Beauval	1,085	3	1	0	4	0.37	2	0
Beechy	335	9	0	0	9	2.69	0	0
Bengough	461	3	0	0	3	0.65	0	0
Bethune	440	3	0	0	3	0.68	0	0
Bienfait	979	10	0	0	10	1.02	0	0
Big River	1,125	18	4	0	22	1.96	5	0
Biggar	2,439	42	5	0	47	1.93	10	0
Birch Hills	1,211	5	0	0	5	0.41	0	0
Bjorkdale	316	3	0	0	3	0.95	0	0
Blaine Lake	543	3	1	0	4	0.74	2	0
Borden	383	2	0	0	2	0.52	0	0
Bredenbury	418	7	0	0	7	1.67	0	0
Broadview	609	9	0	0	9	1.48	0	0
Bruno	650	7	0	0	7	1.08	0	0
Buena Vista	449	1	1	0	2	0.45	1	0
Buffalo Narrows	1,355	13	0	0	13	0.96	0	0
Burstall	415	1	1	0	2	0.48	1	0
Bushell Park	307	0	0	0	0	0.00	0	0
Cabri	537	6	1	0	7	1.30	1	0
Candle Lake	581	11	0	0	11	1.89	0	0
Canoe Narrows	757	2	0	0	2	0.26	0	0
Canora	2,441	22	5	0	27	1.11	6	0
Canwood	496	5	1	0	6	1.21	1	0
Carievale	291	2	0	0	2	0.69	0	0
Carlyle	1,435	42	3	0	45	3.14	4	0
Carnduff	1,109	11	0	0	11	0.99	0	0
Caronport	1,294	5	0	0	5	0.39	0	0
Carrot River	1,272	19	0	0	19	1.49	0	0
Central Butte	492	6	0	0	6	1.22	0	0
Chaplin	325	5	1	0	6	1.85	1	0
Choceland	454	5	0	0	5	1.10	0	0
Churchbridge	847	11	2	0	13	1.53	2	0
Clavet	639	3	0	0	3	0.47	0	0
Cochin	267	6	1	0	7	2.62	1	0
Codette	303	0	0	0	0	0.00	0	0
Coleville	325	4	1	0	5	1.54	2	0
Colonsay	495	5	0	0	5	1.01	0	0
Coronach	833	9	0	0	9	1.08	0	0
Craik	509	6	1	0	7	1.38	1	0
Craven	666	1	0	0	1	0.15	0	0
Creighton	1,810	11	1	0	12	0.66	1	0
Cudworth	837	14	0	0	14	1.67	0	0

Traffic Collision Statistics – Section 11

2004 Traffic Collision Statistics

Figure 11.8

Urban communities with a population between 250 and 5,000

Community	Population	Collisions				Col/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Cumberland House	1,247	2	1	0	3	0.24	3	0
Cupar	663	9	0	0	9	1.36	0	0
Cut Knife	573	3	0	0	3	0.52	0	0
Dalmeny	1,764	8	0	0	8	0.45	0	0
Davidson	1,141	19	2	0	21	1.84	3	0
Debden	529	5	1	0	6	1.13	2	0
Delisle	1,218	6	1	0	7	0.57	1	0
Denare Beach	755	1	1	0	2	0.26	1	0
Dillon	701	5	0	0	5	0.71	0	0
Dinsmore	358	6	0	0	6	1.68	0	0
Domremy	261	1	0	0	1	0.38	0	0
Drake	277	0	0	0	0	0.00	0	0
Duck Lake	470	5	2	0	7	1.49	6	0
Dundurn	1,126	5	0	0	5	0.44	0	0
Dysart	293	2	0	0	2	0.68	0	0
Earl Grey	339	2	0	0	2	0.59	0	0
Eastend	650	6	1	0	7	1.08	1	0
Eatonia	577	4	2	0	6	1.04	7	0
Edam	488	5	0	0	5	1.02	0	0
Edenwold	299	0	0	0	0	0.00	0	0
Elbow	348	3	0	0	3	0.86	0	0
Elrose	567	9	0	0	9	1.59	0	0
Englefeld	291	2	0	0	2	0.69	0	0
Esterhazy	2,657	32	1	0	33	1.24	1	0
Eston	1,080	20	1	0	21	1.94	1	0
Fillmore	262	1	0	0	1	0.38	0	0
Flin Flon	322	5	0	0	5	1.55	0	0
Foam Lake	1,254	11	0	0	11	0.88	0	0
Fond Du Lac	645	0	2	0	2	0.31	2	0
Fort Qu'Appelle	2,359	59	7	0	66	2.80	9	0
Fox Valley	397	4	1	0	5	1.26	2	0
Frontier	460	5	1	0	6	1.30	1	0
Gainsborough	283	5	0	0	5	1.77	0	0
Glaslyn	447	3	0	0	3	0.67	0	0
Goodsoil	425	1	0	0	1	0.24	0	0
Govan	326	0	0	0	0	0.00	0	0
Gravelbourg	1,298	24	2	0	26	2.00	3	0
Green Lake	581	3	1	0	4	0.69	1	0
Grenfell	1,064	12	3	0	15	1.41	9	0
Gull Lake	1,184	11	2	0	13	1.10	2	0
Hafford	452	2	0	0	2	0.44	0	0
Hague	1,115	11	0	0	11	0.99	0	0
Hanley	602	3	0	0	3	0.50	0	0
Harris	257	3	0	0	3	1.17	0	0
Hepburn	676	1	1	0	2	0.30	3	0
Herbert	814	7	0	0	7	0.86	0	0
Hodgeville	280	2	0	0	2	0.71	0	0
Hudson Bay	2,290	39	7	0	46	2.01	7	0
Ile A La Crosse	1,587	8	2	0	10	0.63	2	0
Imperial	370	3	0	0	3	0.81	0	0
Indian Head	1,916	19	3	0	22	1.15	6	0
Invermay	308	3	0	0	3	0.97	0	0
Ituna	762	9	0	0	9	1.18	0	0
Kamsack	1,966	23	2	1	26	1.32	6	2
Kelliher	364	2	1	0	3	0.82	1	0
Kelvington	1,080	9	0	0	9	0.83	0	0

Traffic Collision Statistics – Section 11

2004 Traffic Collision Statistics

Urban communities with a population between 250 and 5,000

Figure 11.8

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Kenaston	418	3	1	0	4	0.96	1	0
Kennedy	298	1	0	0	1	0.34	0	0
Kenosee Lake	324	2	2	1	5	1.54	4	1
Kerrobert	1,125	12	1	0	13	1.16	2	0
Kindersley	4,811	91	6	1	98	2.04	17	1
Kinistino	721	11	1	0	12	1.66	1	0
Kipling	1,122	17	0	0	17	1.52	0	0
Kyle	512	2	0	0	2	0.39	0	0
La Loche	2,929	21	7	0	28	0.96	8	0
La Ronge	4,626	35	10	0	45	0.97	10	0
Lafleche	492	5	0	0	5	1.02	0	0
Laird	268	0	0	0	0	0.00	0	0
Lake Lenore	399	3	0	0	3	0.75	0	0
Lampman	728	9	0	0	9	1.24	0	0
Langenburg	1,133	16	2	1	19	1.68	4	1
Langham	1,466	6	1	0	7	0.48	2	0
Lanigan	1,411	17	1	0	18	1.28	1	0
Lashburn	1,046	3	0	0	3	0.29	0	0
Leader	951	21	4	0	25	2.63	4	0
Leask	428	2	0	0	2	0.47	0	0
Lebret	343	2	1	0	3	0.87	2	0
Lemberg	347	2	0	0	2	0.58	0	0
Leoville	411	4	0	0	4	0.97	0	0
Leroy	453	2	1	0	3	0.66	1	0
Lipton	377	4	0	0	4	1.06	0	0
Loon Lake	396	4	1	0	5	1.26	1	0
Lucky Lake	422	4	1	0	5	1.18	1	0
Lumsden	2,021	19	4	1	24	1.19	4	1
Luseland	639	8	0	0	8	1.25	0	0
Macklin	1,451	11	1	0	12	0.83	2	0
Maidstone	1,202	15	2	0	17	1.41	2	0
Mankota	298	2	0	0	2	0.67	0	0
Manor	332	5	1	0	6	1.81	1	0
Maple Creek	2,608	46	1	0	47	1.80	1	0
Marsden	355	2	0	0	2	0.56	0	0
Marshall	787	0	0	0	0	0.00	0	0
Martensville	4,981	38	2	0	40	0.80	3	0
Maryfield	369	5	0	0	5	1.36	0	0
McLean	334	2	0	0	2	0.60	0	0
Meath Park	354	1	0	0	1	0.28	0	0
McLean	4,595	64	11	0	75	1.63	16	0
Meota	480	1	0	0	1	0.21	0	0
Midale	596	6	0	1	7	1.17	0	1
Middle Lake	361	1	1	0	2	0.55	2	0
Milestone	636	2	0	0	2	0.31	0	0
Montmartre	502	5	1	0	6	1.20	1	0
Moosomin	2,557	50	3	0	53	2.07	6	0
Morse	291	2	0	0	2	0.69	0	0
Mortlach	349	1	1	0	2	0.57	1	0
Mossbank	404	2	1	0	3	0.74	1	0
Muenster	436	2	0	0	2	0.46	0	0
Naicam	877	8	0	0	8	0.91	0	0
Neilburg	519	2	1	0	3	0.58	1	0
Neudorf	309	2	1	0	3	0.97	2	0
Nokomis	468	6	0	0	6	1.28	0	0
Norquay	602	4	0	0	4	0.66	0	0

Traffic Collision Statistics – Section 11

2004 Traffic Collision Statistics

Figure 11.8

Urban communities with a population between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Odessa	283	1	0	0	1	0.35	0	0
Ogema	358	5	2	0	7	1.96	3	0
Osler	1,165	6	0	0	6	0.52	0	0
Outlook	2,350	36	1	0	37	1.57	1	0
Oxbow	1,266	12	0	0	12	0.95	0	0
Pangman	269	0	0	0	0	0.00	0	0
Paradise Hill	630	1	0	0	1	0.16	0	0
Patuanak	321	2	0	0	2	0.62	0	0
Pelican Narrows	1,665	5	3	0	8	0.48	4	0
Pelly	351	3	0	0	3	0.85	0	0
Pense	560	4	1	0	5	0.89	1	0
Perdue	502	3	0	0	3	0.60	0	0
Pierceland	654	2	3	0	5	0.76	3	0
Pilot Butte	2,159	5	2	0	7	0.32	2	0
Pinehouse Lake	1,054	2	0	0	2	0.19	0	0
Ponteix	609	8	0	0	8	1.31	0	0
Porcupine Plain	991	13	2	0	15	1.51	3	0
Preeceville	1,242	13	1	0	14	1.13	2	0
Prud'Homme	257	1	0	0	1	0.39	0	0
Qu'Appelle	760	4	0	0	4	0.53	0	0
Quill Lake	589	5	0	0	5	0.85	0	0
Radisson	477	1	1	0	2	0.42	1	0
Radville	806	4	0	0	4	0.50	0	0
Raymore	716	9	0	0	9	1.26	0	0
Redvers	1,000	20	1	0	21	2.10	1	0
Regina Beach	1,241	11	4	0	15	1.21	6	0
Rocanville	1,019	11	2	0	13	1.28	2	0
Rockglen	492	7	0	0	7	1.42	0	0
Rose Valley	429	7	1	0	8	1.86	1	0
Rosetown	2,623	41	6	0	47	1.79	6	0
Rosthern	1,578	9	3	0	12	0.76	6	0
Rouleau	490	5	0	0	5	1.02	0	0
Saltcoats	577	6	0	0	6	1.04	0	0
Sandy Bay	1,216	5	2	0	7	0.58	2	0
Sedley	360	1	0	0	1	0.28	0	0
Semans	274	2	1	0	3	1.09	1	0
Shaunavon	2,025	25	0	0	25	1.23	0	0
Shell Lake	364	2	0	0	2	0.55	0	0
Shellbrook	1,590	24	2	0	26	1.64	4	0
Silton	406	1	0	0	1	0.25	0	0
Southend	492	5	3	0	8	1.63	4	0
Southey	973	3	1	0	4	0.41	1	0
Spalding	303	2	0	0	2	0.66	0	0
Spiritwood	1,189	24	1	0	25	2.10	1	0
Springside	583	4	0	0	4	0.69	0	0
St Brieux	568	10	0	0	10	1.76	0	0
St Louis	550	1	0	0	1	0.18	0	0
St Walburg	813	9	0	0	9	1.11	0	0
Stanley Mission	741	1	0	0	1	0.13	0	0
Star City	525	8	0	0	8	1.52	0	0
Stockholm	383	3	0	0	3	0.78	0	0
Stony Rapids	974	4	1	0	5	0.51	1	0
Stoughton	739	8	0	0	8	1.08	0	0
Strasbourg	868	7	2	0	9	1.04	3	0
Sturgis	708	8	0	0	8	1.13	0	0
Theodore	429	1	0	0	1	0.23	0	0

Traffic Collision Statistics – Section 11

2004 Traffic Collision Statistics

Figure 11.8

Urban communities with a population between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Tisdale	3,568	67	3	0	70	1.96	3	0
Turnor Lake	541	2	1	0	3	0.55	2	0
Turtleford	613	8	0	0	8	1.31	0	0
Unity	2,395	49	4	0	53	2.21	4	0
Vanscoy	639	2	0	0	2	0.31	0	0
Vibank	481	4	1	0	5	1.04	2	0
Viscount	319	0	0	0	0	0.00	0	0
Vonda	360	2	1	0	3	0.83	1	0
Wadena	1,461	22	0	1	23	1.57	0	1
Wakaw	1,032	11	1	0	12	1.16	1	0
Waldeck	378	0	0	0	0	0.00	0	0
Waldheim	1,099	2	2	0	4	0.36	3	0
Wapella	401	7	1	0	8	2.00	2	0
Warman	4,300	24	5	0	29	0.67	6	0
Watrous	2,079	21	4	0	25	1.20	6	0
Watson	873	10	0	0	10	1.15	0	0
Wawota	604	15	0	0	15	2.48	0	0
White City	1,521	9	0	0	9	0.59	0	0
White Fox	544	6	0	0	6	1.10	0	0
Whitewood	984	20	1	0	21	2.13	1	0
Wilcox	339	2	0	0	2	0.59	0	0
Wilkie	1,382	14	0	0	14	1.01	0	0
Willow Bunch	398	3	0	0	3	0.75	0	0
Windthorst	272	2	0	0	2	0.74	0	0
Wolseley	873	3	0	0	3	0.34	0	0
Wynyard	2,132	29	4	0	33	1.55	8	0
Yellow Grass	437	3	0	0	3	0.69	0	0
Young	347	2	1	0	3	0.86	2	0
Zenon Park	270	1	0	0	1	0.37	0	0

Totals	227,560	2,304	244	7	2,555	1.12	347	8
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Summary of Urban Collisions

Communities under 250	26,191	241	39	1	281	1.07	48	1
Communities 250 to 5,000	227,560	2,304	244	7	2,555	1.12	347	8
Communities over 5,000	574,341	19,212	3,302	13	22,527	3.92	4,305	15
Total - All Communities	828,092	21,757	3,585	21	25,363	3.06	4,700	24

Populations are based on Saskatchewan Health Services Plan statistics.

Traffic Collision Statistics – Section 11

2004 Traffic Collision Statistics by Rural Municipality

Figure 11.9

Rural Municipality	Census Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100pop	Victims	
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed
001 Argyle	235	4.26	24	1	0	25	5.88	10.64	8	0
002 Mount Pleasant	332	7.74	20	3	0	23	2.97	6.93	4	0
003 Enniskillen	411	6.99	18	0	0	18	2.58	4.38	0	0
004 Coalfields	298	6.71	6	6	0	12	1.79	4.03	8	0
005 Estevan	683	7.53	32	10	0	42	5.58	6.15	20	0
006 Cambria	222	3.35	9	2	0	11	3.28	4.95	3	0
007 Souris Valley	341	4.10	7	2	0	9	2.19	2.64	2	0
008 Lake Alma	264	3.40	8	2	0	10	2.94	3.79	2	0
009 Surprise Valley	177	4.03	4	0	0	4	0.99	2.26	0	0
010 Happy Valley	203	1.21	2	0	0	2	1.65	0.99	0	0
011 Hart Butte	251	6.16	4	0	0	4	0.65	1.59	0	0
012 Poplar Valley	238	3.48	9	1	1	11	3.16	4.62	1	1
017 Val Marie	456	5.57	9	0	0	9	1.62	1.97	0	0
018 Lone Tree	155	2.37	5	0	0	5	2.11	3.23	0	0
019 Frontier	262	3.80	8	0	0	8	2.10	3.05	0	0
031 Storthoaks	360	4.48	9	1	0	10	2.23	2.78	1	0
032 Reciprocity	332	8.02	17	2	0	19	2.37	5.72	4	0
033 Moose Creek	321	6.45	8	0	0	8	1.24	2.49	0	0
034 Browning	434	11.62	23	3	0	26	2.24	5.99	4	0
035 Benson	424	8.02	9	1	0	10	1.25	2.36	1	0
036 Cymri	356	14.84	23	2	0	25	1.68	7.02	2	0
037 Lomond	252	8.16	13	2	0	15	1.84	5.95	2	0
038 Laurier	334	6.00	13	3	1	17	2.83	5.09	4	1
039 The Gap	212	3.64	6	0	0	6	1.65	2.83	0	0
040 Bengough	279	6.44	9	1	0	10	1.55	3.58	2	0
042 Willow Bunch	424	5.33	15	1	0	16	3.00	3.77	1	0
043 Old Post	356	5.38	6	0	0	6	1.12	1.69	0	0
044 Waverley	305	5.04	15	1	0	16	3.17	5.25	2	0
045 Mankota	430	4.52	10	1	0	11	2.44	2.56	1	0
046 Glen McPherson	115	1.73	0	0	0	0	0.00	0.00	0	0
049 White Valley	472	10.64	31	4	0	35	3.29	7.42	6	0
051 Reno	360	5.87	5	1	0	6	1.02	1.67	1	0
061 Antler	490	8.97	17	2	0	19	2.12	3.88	2	0
063 Moose Mountain	436	7.83	24	2	0	26	3.32	5.96	4	0
064 Brock	255	8.65	29	2	0	31	3.59	12.16	5	0
065 Tecumseh	287	5.94	6	1	0	7	1.18	2.44	1	0
066 Griffin	347	7.85	8	0	0	8	1.02	2.31	0	0
067 Weyburn	609	7.70	19	3	0	22	2.86	3.61	4	0
068 Brokenshell	282	3.45	3	0	0	3	0.87	1.06	0	0
069 Norton	227	4.08	7	2	0	9	2.21	3.96	7	0
070 Key West	344	5.94	12	3	0	15	2.52	4.36	9	0
071 Excel	550	5.42	11	1	0	12	2.22	2.18	2	0
072 Lake of Rivers	275	6.61	5	1	0	6	0.91	2.18	2	0
073 Stonehenge	433	6.14	7	2	0	9	1.47	2.08	3	0
074 Wood River	299	4.62	7	1	0	8	1.73	2.68	1	0
075 Pinto Creek	204	4.22	10	1	0	11	2.61	5.39	1	0
076 Auvergne	313	5.15	20	3	0	23	4.47	7.35	4	0
077 Wise Creek	223	2.88	3	1	0	4	1.39	1.79	2	0

Traffic Collision Statistics – Section 11

2004 Traffic Collision Statistics by Rural Municipality

Figure 11.9

Rural Municipality	Census Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100pop	Victims	
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed
078 Grassy Creek	267	3.79	7	0	0	7	1.85	2.62	0	0
079 Arlington	297	5.28	10	2	0	12	2.27	4.04	3	0
091 Maryfield	345	5.32	14	0	0	14	2.63	4.06	0	0
092 Walpole	382	7.57	14	1	0	15	1.98	3.93	1	0
093 Wawken	399	6.22	19	1	0	20	3.21	5.01	1	0
094 Hazelwood	282	8.10	9	1	0	10	1.24	3.55	1	0
095 Golden West	355	7.39	8	0	0	8	1.08	2.25	0	0
096 Fillmore	247	7.83	10	0	0	10	1.28	4.05	0	0
097 Wellington	305	4.29	6	3	0	9	2.10	2.95	5	0
098 Scott	193	4.58	5	2	0	7	1.53	3.63	3	0
099 Caledonia	283	3.64	4	1	0	5	1.37	1.77	1	0
100 Elmsthorpe	266	5.01	13	0	0	13	2.59	4.89	0	0
101 Terrell	244	3.81	8	0	0	8	2.10	3.28	0	0
102 Lake Johnston	148	3.19	7	0	0	7	2.19	4.73	0	0
103 Sutton	267	5.64	3	1	0	4	0.71	1.50	1	0
104 Gravelbourg	332	4.10	11	2	0	13	3.17	3.92	3	0
105 Glen Bain	291	3.43	7	0	0	7	2.04	2.41	0	0
106 Whiska Creek	438	4.07	5	1	0	6	1.48	1.37	1	0
107 Lac Pelletier	366	4.59	7	0	0	7	1.53	1.91	0	0
108 Bone Creek	375	5.40	5	0	0	5	0.93	1.33	0	0
109 Carmichael	477	5.00	10	0	0	10	2.00	2.10	0	0
110 Piapot	375	7.68	10	2	0	12	1.56	3.20	4	0
111 Maple Creek	848	13.80	27	2	0	29	2.10	3.42	2	0
121 Moosomin	389	7.58	15	1	0	16	2.11	4.11	2	0
122 Martin	286	8.16	10	1	0	11	1.35	3.85	2	0
123 Silverwood	507	8.68	10	0	0	10	1.15	1.97	0	0
124 Kingsley	420	9.43	16	2	0	18	1.91	4.29	3	0
125 Chester	406	6.41	13	3	0	16	2.49	3.94	5	0
126 Montmartre	453	9.51	21	2	0	23	2.42	5.08	2	0
127 Francis	638	9.15	20	2	0	22	2.40	3.45	2	0
128 Lajord	1,036	7.20	14	2	0	16	2.22	1.54	2	0
129 Bratt's Lake	148	5.74	3	0	0	3	0.52	2.03	0	0
130 Redburn	207	5.82	6	3	0	9	1.55	4.35	4	0
131 Baidon	391	5.89	5	0	0	5	0.85	1.28	0	0
132 Hillsborough	60	0.89	1	0	0	1	1.12	1.67	0	0
133 Rodgers	120	2.75	8	0	0	8	2.91	6.67	0	0
134 Shamrock	208	3.15	2	1	0	3	0.95	1.44	1	0
135 Lawtonia	317	3.87	2	0	0	2	0.52	0.63	0	0
136 Coulee	367	4.35	9	0	0	9	2.07	2.45	0	0
137 Swift Current	1,240	11.46	25	5	0	30	2.62	2.42	7	0
138 Webb	377	7.34	12	1	0	13	1.77	3.45	1	0
139 Gull Lake	204	5.31	9	1	0	10	1.88	4.90	1	0
141 Big Stick	164	4.09	4	0	0	4	0.98	2.44	0	0
142 Enterprise	185	7.54	6	3	0	9	1.19	4.86	5	0
151 Rocanville	466	7.39	12	2	0	14	1.89	3.00	2	0
152 Spy Hill	363	5.82	19	3	0	22	3.78	6.06	4	0
153 Willowdale	277	5.69	13	2	0	15	2.63	5.42	2	0
154 Elcapo	513	8.88	23	0	0	23	2.59	4.48	0	0

Traffic Collision Statistics – Section 11

2004 Traffic Collision Statistics by Rural Municipality

Figure 11.9

Rural Municipality	Census Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100pop	Victims	
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed
155 Wolseley	439	7.86	12	2	1	15	1.91	3.42	4	1
156 Indian Head	275	8.01	17	0	0	17	2.12	6.18	0	0
157 South Qu'Appelle	791	6.81	12	0	1	13	1.91	1.64	0	1
158 Edenwold	2,557	16.45	38	11	0	49	2.98	1.92	14	0
159 Sherwood	355	34.51	72	11	0	83	2.41	23.38	14	0
160 Pense	411	10.41	20	4	0	24	2.31	5.84	6	0
161 Moose Jaw	470	9.64	17	4	0	21	2.18	4.47	4	0
162 Caron	416	4.36	9	0	0	9	2.06	2.16	0	0
163 Wheatlands	156	4.20	9	1	0	10	2.38	6.41	2	0
164 Chaplin	119	2.49	3	0	0	3	1.20	2.52	0	0
165 Morse	426	8.92	17	2	0	19	2.13	4.46	2	0
166 Excelsior	767	9.29	17	2	0	19	2.04	2.48	3	0
167 Saskatchewan Landing	392	5.80	7	2	0	9	1.55	2.30	3	0
168 Riverside	450	10.39	23	1	0	24	2.31	5.33	1	0
169 Pittville	228	6.23	9	2	0	11	1.77	4.82	2	0
171 Fox Valley	347	6.33	5	1	0	6	0.95	1.73	2	0
181 Langenburg	605	7.69	9	1	0	10	1.30	1.65	1	0
183 Fertile Belt	763	10.21	38	3	0	41	4.01	5.37	4	0
184 Grayson	478	7.31	20	0	0	20	2.74	4.18	0	0
185 McLeod	523	8.43	13	1	0	14	1.66	2.68	1	0
186 Abernethy	343	7.13	20	2	0	22	3.08	6.41	2	0
187 North Qu'Appelle	407	8.65	21	3	0	24	2.77	5.90	5	0
189 Lumsden	737	12.36	25	7	0	32	2.59	4.34	9	0
190 Dufferin	452	5.57	11	0	0	11	1.97	2.43	0	0
191 Marquis	249	4.27	5	1	0	6	1.41	2.41	1	0
193 Eyebrow	195	4.64	4	2	0	6	1.29	3.08	3	0
194 Enfield	310	5.45	8	1	0	9	1.65	2.90	1	0
211 Churchbridge	638	6.60	17	0	0	17	2.58	2.66	0	0
213 Saltcoats	609	7.52	21	1	0	22	2.93	3.61	1	0
214 Cana	808	5.72	15	1	0	16	2.80	1.98	2	0
215 Stanley	509	7.67	16	4	0	20	2.61	3.93	4	0
216 Tullymet	266	3.93	3	1	0	4	1.02	1.50	2	0
217 Lipton	346	5.98	7	0	1	8	1.34	2.31	0	1
218 Cupar	455	7.64	18	2	0	20	2.62	4.40	2	0
219 Longlaketon	712	10.74	26	2	0	28	2.61	3.93	3	0
220 McKillop	370	7.03	19	3	0	22	3.13	5.95	3	0
221 Sarnia	247	6.94	14	1	0	15	2.16	6.07	1	0
222 Craik	265	6.83	11	3	0	14	2.05	5.28	3	0
223 Huron	205	3.64	4	0	0	4	1.10	1.95	0	0
224 Maple Bush	153	4.40	7	1	0	8	1.82	5.23	2	0
225 Canaan	149	3.41	6	0	0	6	1.76	4.03	0	0
226 Victory	440	4.33	18	2	0	20	4.61	4.55	3	0
228 Lacadena	614	9.39	25	3	0	28	2.98	4.56	7	0
229 Miry Creek	396	8.82	19	3	0	22	2.49	5.56	4	0
230 Clinworth	224	5.12	8	0	0	8	1.56	3.57	0	0
231 Happyland	313	8.00	17	1	0	18	2.25	5.75	1	0
232 Deer Forks	217	4.38	6	0	0	6	1.37	2.76	0	0
241 Calder	362	3.75	4	0	0	4	1.07	1.10	0	0

Traffic Collision Statistics – Section 11

2004 Traffic Collision Statistics by Rural Municipality

Figure 11.9

Rural Municipality	Census Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100pop	Victims	
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed
243 Wallace	693	7.69	11	1	1	13	1.69	1.88	3	1
244 Orkney	856	8.93	17	0	0	17	1.90	1.99	0	0
245 Garry	369	5.14	9	1	0	10	1.95	2.71	1	0
246 Ituna Bon Accord	424	5.44	14	2	0	16	2.94	3.77	3	0
247 Kellross	378	7.04	17	3	0	20	2.84	5.29	5	0
248 Touchwood	243	6.47	4	3	0	7	1.08	2.88	4	0
250 Last Mountain Valley	299	6.60	15	1	0	16	2.42	5.35	1	0
251 Big Arm	238	4.70	13	0	0	13	2.76	5.46	0	0
252 Arm River	216	8.60	11	2	0	13	1.51	6.02	5	0
253 Willner	244	4.90	3	0	0	3	0.61	1.23	0	0
254 Loreburn	305	5.06	10	0	0	10	1.98	3.28	0	0
255 Coteau	425	5.05	14	2	0	16	3.17	3.76	2	0
256 King George	204	2.64	4	0	0	4	1.52	1.96	0	0
257 Monet	474	5.95	15	0	0	15	2.52	3.16	0	0
259 Snipe Lake	441	6.89	18	2	1	21	3.05	4.76	2	1
260 Newcombe	289	4.88	5	1	0	6	1.23	2.08	2	0
261 Chesterfield	397	8.86	11	0	0	11	1.24	2.77	0	0
271 Cote	486	4.47	10	1	0	11	2.46	2.26	1	0
273 Sliding Hills	475	8.01	7	1	0	8	1.00	1.68	1	0
274 Goodlake	492	7.91	7	1	0	8	1.01	1.63	2	0
275 Insinger	411	6.81	10	0	0	10	1.47	2.43	0	0
276 Foam Lake	653	10.13	20	3	1	24	2.37	3.68	15	1
277 Emerald	651	6.39	7	1	0	8	1.25	1.23	1	0
279 Mount Hope	688	15.99	30	5	0	35	2.19	5.09	12	0
280 Wreford	188	4.70	8	0	0	8	1.70	4.26	0	0
281 Wood Creek	262	5.09	8	0	0	8	1.57	3.05	0	0
282 McCraney	352	5.35	5	3	0	8	1.50	2.27	4	0
283 Rosedale	421	7.88	17	1	0	18	2.28	4.28	1	0
284 Rudy	339	5.82	13	0	0	13	2.24	3.83	0	0
285 Fertile Valley	488	5.04	12	0	0	12	2.38	2.46	0	0
286 Milden	227	4.10	16	1	0	17	4.14	7.49	1	0
287 St Andrews	426	6.85	27	1	0	28	4.09	6.57	1	0
288 Pleasant Valley	378	4.15	13	2	0	15	3.62	3.97	5	0
290 Kindersley	796	13.41	37	5	0	42	3.13	5.28	9	0
292 Milton	145	5.10	8	0	0	8	1.57	5.52	0	0
301 St Philips	263	3.54	5	2	0	7	1.98	2.66	3	0
303 Keys	332	5.47	5	1	0	6	1.10	1.81	1	0
304 Buchanan	418	5.15	8	0	0	8	1.55	1.91	0	0
305 Invermay	372	6.45	10	1	0	11	1.70	2.96	1	0
307 Elfros	459	6.60	9	1	0	10	1.52	2.18	2	0
308 Big Quill	589	9.70	12	3	0	15	1.55	2.55	6	0
309 Prairie Rose	260	6.29	6	0	0	6	0.95	2.31	0	0
310 Usborne	483	10.57	26	4	0	30	2.84	6.21	7	0
312 Morris	345	9.89	20	6	0	26	2.63	7.54	9	0
313 Lost River	180	5.39	6	0	0	6	1.11	3.33	0	0

Traffic Collision Statistics – Section 11

2004 Traffic Collision Statistics by Rural Municipality

Figure 11.9

Rural Municipality	Census Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100pop	Victims	
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed
314 Dundurn	335	5.60	11	0	0	11	1.97	3.28	0	0
315 Montrose	309	7.32	10	2	0	12	1.64	3.88	2	0
316 Harris	203	4.70	11	0	0	11	2.34	5.42	0	0
317 Marriott	391	4.63	7	0	0	7	1.51	1.79	0	0
318 Mountain View	233	4.34	9	1	0	10	2.30	4.29	1	0
319 Winslow	288	7.82	16	1	0	17	2.17	5.90	2	0
320 Oakdale	256	9.23	8	2	0	10	1.08	3.91	3	0
321 Prairiedale	242	6.42	3	1	0	4	0.62	1.65	2	0
322 Antelope Park	170	3.39	6	1	0	7	2.06	4.12	1	0
331 Livingstone	379	5.77	2	2	0	4	0.69	1.06	2	0
333 Clayton	640	8.96	15	3	0	18	2.01	2.81	3	0
334 Preeceville	846	10.76	26	6	0	32	2.97	3.78	15	0
335 Hazel Dell	635	7.62	14	1	0	15	1.97	2.36	1	0
336 Sasman	848	10.84	16	2	0	18	1.66	2.12	3	0
337 Lakeview	412	7.19	7	1	1	9	1.25	2.18	2	1
338 Lakeside	350	5.92	20	2	0	22	3.71	6.29	4	0
339 Leroy	539	11.50	24	2	0	26	2.26	4.82	4	0
340 Wolverine	410	6.41	9	0	0	9	1.40	2.20	0	0
341 Viscount	355	6.77	10	2	0	12	1.77	3.38	2	0
342 Colonsay	225	3.97	10	0	0	10	2.52	4.44	0	0
343 Blucher	562	8.66	14	1	0	15	1.73	2.67	2	0
344 Corman Park	3,904	62.68	171	35	2	208	3.32	5.33	55	3
345 Vanscoy	1,590	14.30	42	5	0	47	3.29	2.96	5	0
346 Perdue	367	5.45	11	1	0	12	2.20	3.27	1	0
347 Biggar	844	6.91	24	2	0	26	3.76	3.08	3	0
349 Grandview	369	4.73	9	0	0	9	1.90	2.44	0	0
350 Mariposa	214	3.55	4	2	0	6	1.69	2.80	2	0
351 Progress	246	7.73	19	0	0	19	2.46	7.72	0	0
352 Heart's Hill	286	8.20	10	1	0	11	1.34	3.85	1	0
366 Kelvington	438	6.98	9	0	1	10	1.43	2.28	3	1
367 Ponass Lake	561	8.54	16	1	0	17	1.99	3.03	1	0
368 Spalding	478	9.11	11	2	0	13	1.43	2.72	3	0
369 St Peter	744	10.72	14	5	0	19	1.77	2.55	7	0
370 Humboldt	725	9.03	16	3	0	19	2.10	2.62	4	0
371 Bayne	495	8.25	11	3	1	15	1.82	3.03	3	1
372 Grant	423	4.81	13	1	0	14	2.91	3.31	1	0
373 Aberdeen	407	6.49	10	1	1	12	1.85	2.95	3	1
376 Eagle Creek	444	5.03	8	1	0	9	1.79	2.03	1	0
377 Glenside	273	3.86	3	1	0	4	1.04	1.47	4	0
378 Rosemount	174	2.84	2	0	0	2	0.71	1.15	0	0
379 Reford	321	5.18	5	0	0	5	0.97	1.56	0	0
380 Tramping Lake	290	3.26	3	0	0	3	0.92	1.03	0	0
381 Grass Lake	439	7.26	6	2	0	8	1.10	1.82	2	0
382 Eye Hill	514	10.11	13	3	1	17	1.68	3.31	3	1
394 Hudson Bay	1,055	6.38	36	3	0	39	6.11	3.70	4	0
395 Porcupine	902	13.30	39	3	0	42	3.16	4.66	3	0
397 Barrier Valley	415	6.42	12	1	0	13	2.02	3.13	1	0
398 Pleasantdale	539	7.73	16	5	1	22	2.85	4.08	5	1

Traffic Collision Statistics – Section 11

2004 Traffic Collision Statistics by Rural Municipality

Figure 11.9

Rural Municipality	Census Population	Travel MvKm	Collisions				Acc/MvKm	Acc/100pop	Victims	
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed
399 Lake Lenore	453	7.82	12	3	0	15	1.92	3.31	5	0
400 Three Lakes	473	9.58	14	2	0	16	1.67	3.38	2	0
401 Hoodoo	529	9.59	16	0	0	16	1.67	3.02	0	0
402 Fish Creek	285	5.06	6	2	0	8	1.58	2.81	3	0
403 Rosthern	1,294	13.82	16	3	2	21	1.52	1.62	12	2
404 Laird	766	8.48	13	0	0	13	1.53	1.70	0	0
405 Great Bend	388	6.58	9	2	0	11	1.67	2.84	4	0
406 Mayfield	382	3.39	10	0	0	10	2.95	2.62	0	0
409 Buffalo	500	10.22	9	2	0	11	1.08	2.20	2	0
410 Round Valley	320	4.49	11	1	0	12	2.67	3.75	1	0
411 Senlac	212	5.35	12	1	0	13	2.43	6.13	1	0
426 Bjorkdale	798	10.41	24	3	0	27	2.59	3.38	3	0
427 Tisdale	890	7.67	32	2	0	34	4.43	3.82	3	0
428 Star City	783	11.98	22	3	0	25	2.09	3.19	7	0
429 Flett Springs	609	8.60	5	4	0	9	1.05	1.48	6	0
430 Invergordon	603	5.82	11	0	0	11	1.89	1.82	0	0
431 St Louis	879	8.25	12	1	0	13	1.58	1.48	1	0
434 Blaine Lake	281	5.43	4	2	0	6	1.10	2.14	2	0
435 Redberry	375	6.50	14	0	0	14	2.15	3.73	0	0
436 Douglas	336	4.97	3	2	0	5	1.01	1.49	2	0
437 North Battleford	500	5.39	22	1	0	23	4.27	4.60	4	0
438 Battle River	841	9.16	18	2	0	20	2.18	2.38	2	0
439 Cut Knife	376	7.71	16	2	1	19	2.46	5.05	3	1
440 Hilledale	485	11.06	13	4	0	17	1.54	3.51	4	0
442 Manitou Lake	456	10.50	22	2	0	24	2.29	5.26	2	0
456 Arborfield	390	6.33	9	3	1	13	2.05	3.33	7	1
457 Connaught	602	6.57	8	2	0	10	1.52	1.66	3	0
458 Willow Creek	749	7.84	10	1	0	11	1.40	1.47	1	0
459 Kinistino	650	11.63	21	1	0	22	1.89	3.38	1	0
460 Birch Hills	585	6.28	7	0	1	8	1.27	1.37	0	2
461 Prince Albert	1,331	10.48	15	7	0	22	2.10	1.65	11	0
463 Duck Lake	785	5.47	13	1	0	14	2.56	1.78	1	0
464 Leask	565	12.05	20	3	0	23	1.91	4.07	5	0
466 Meeting Lake	415	5.54	15	1	0	16	2.89	3.86	3	0
467 Round Hill	331	4.47	5	0	0	5	1.12	1.51	0	0
468 Meota	549	7.33	14	0	0	14	1.91	2.55	0	0
469 Turtle River	373	6.91	14	0	0	14	2.03	3.75	0	0
470 Paynton	208	5.55	3	0	0	3	0.54	1.44	0	0
471 Eldon	573	22.08	17	4	0	21	0.95	3.66	5	0
472 Wilton	1,316	25.36	48	11	0	59	2.33	4.48	15	0
486 Moose Range	965	9.51	30	3	0	33	3.47	3.42	3	0
487 Nipawin	853	11.24	20	2	0	22	1.96	2.58	2	0
488 Torch River	1,306	18.04	56	3	0	59	3.27	4.52	3	0
490 Garden River	462	6.35	9	0	0	9	1.42	1.95	0	0
491 Buckland	2,129	13.25	46	5	0	51	3.85	2.40	9	0
493 Shellbrook	1,368	12.47	21	1	0	22	1.76	1.61	1	0
494 Canwood	1,244	18.26	54	4	0	58	3.18	4.66	6	0
496 Spiritwood	1,119	13.37	67	9	1	77	5.76	6.88	13	1

Traffic Collision Statistics – Section 11

2004 Traffic Collision Statistics by Rural Municipality

Figure 11.9

Rural Municipality	Census Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100pop	Victims	
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed
497 Medstead	432	5.54	18	1	0	19	3.43	4.40	1	0
498 Parkdale	513	8.01	23	3	0	26	3.25	5.07	3	0
499 Mervin	1,157	20.00	27	3	0	30	1.50	2.59	5	0
501 Frenchman Butte	1,165	13.16	43	5	0	48	3.65	4.12	7	0
502 Britannia	1,103	19.77	30	3	0	33	1.67	2.99	7	0
520 Paddockwood	637	8.08	19	2	0	21	2.60	3.30	2	0
521 Lakeland	1,062	2.04	8	0	0	8	3.92	0.75	0	0
555 Big River	633	5.28	33	5	0	38	7.20	6.00	8	0
561 Loon Lake	623	8.90	29	3	0	32	3.59	5.14	7	0
588 Meadow Lake	1,849	14.59	87	8	0	95	6.51	5.14	14	0
622 Beaver River	831	7.16	43	2	0	45	6.29	5.42	3	0
Totals	142,197	2,194	4,370	532	22	4,924	2.24	3.46	808	24

Traffic Collision Statistics – Section 11

2004 Traffic Accident Rates by Rural Municipality

Legend

Accidents per Million
Vehicle km of Travel



0 - 1.50

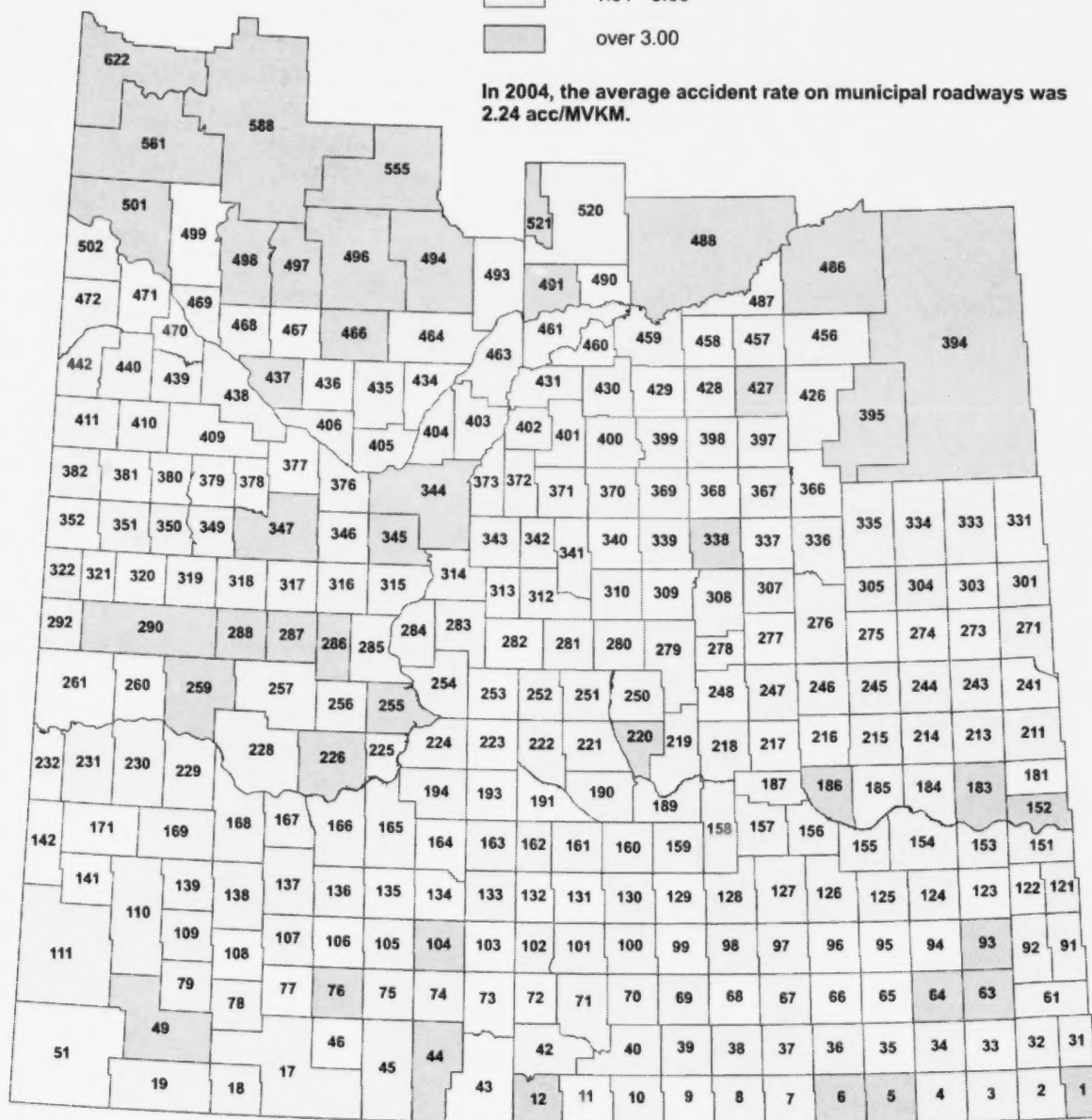


1.51 - 3.00



over 3.00

In 2004, the average accident rate on municipal roadways was 2.24 acc/MVKM.



Other Provinces – Section 12

Other Provinces

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Other Provinces – Section 12

Other Provinces

A new vision for improving road safety in Canada was approved by the Council of Ministers Responsible for Highway and Transportation Safety in 2000. Canada's Road Safety Vision 2010 is a national undertaking, under the auspices of the Canadian Council of Motor Transport Administrators (CCMTA), to make Canada's roads the safest in the world. It emphasizes a range of initiatives that focus on road users, roadways and motor vehicles. The goals of Vision 2010 are to:

- Raise public awareness of road safety issues;
- Improve communication, cooperation and collaboration among safety agencies;
- Enhance enforcement measures; and
- Improve national collision data quality and collection.

The national target for Vision 2010 calls for a decrease of 30 per cent in the average number of road users killed or seriously injured during the years 2008-2010 as compared to 1996-2001.

A number of sub-targets have also been established to help achieve this 30 per cent decrease in casualties. They include an increase in the proper use of seatbelts and child restraint systems. Sub-targets have also been established for the reduction of casualties resulting from the non-use of restraint systems, drinking and driving, speed and intersection-related crashes, high-risk driver behaviours, casualties on rural roads and crashes involving young drivers, riders and commercial carriers.

The initiatives outlined in Vision 2010 provide a roadmap for identifying and dealing with the key road safety issues facing the different Canadian jurisdictions. Saskatchewan and the other Canadian jurisdictions are committed to the objectives of Vision 2010 and are working on implementing the relevant road safety initiatives to help meet the national targets.

A National Collision Database (NCDB) has been set up and is maintained by Transport Canada for collision analysis and the monitoring of these targets.

A complete listing of targets and the action plan of the Road Safety Vision 2010 are available from Transport Canada. Collision statistics and further information may be obtained by calling Transport Canada toll free at 1-800-333-0371 or checking their web site at www.tc.gc.ca/roadsafety.

Other Provinces – Section 12

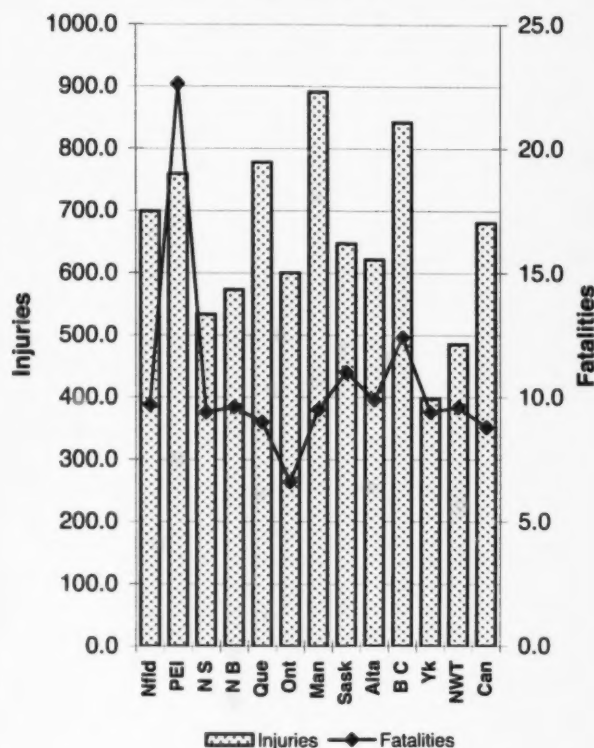
Figure 12.1

Total Collisions and Casualties in Canada**

Year	Casualty Collisions	Victims Killed	Victims Injured
1979	178,832	5,863	256,225
1980	184,302	5,461	262,977
1981	183,643	5,383	161,176
1982	160,376	4,169	225,717
1983	160,623	4,216	224,297
1984	168,801	4,120	237,455
1985	183,478	4,364	259,189
1986	187,563	4,068	264,481
1987	196,966	4,286	280,575
1988	193,704	4,154	278,618
1989	196,246	4,246	284,937
1990	181,960	3,963	262,680
1991	173,921	3,690	249,217
1992	172,713	3,501	249,821
1993	171,227	3,615	247,588
1994	169,649	3,263	245,110
1995	167,044	3,351	241,935
1996	158,990	3,091	230,890
1997	152,765	3,064	221,349
1998	151,026	2,949	217,803
1999	153,746	2,985	222,551
2000	158,569	2,927	227,458
2001	154,268	2,781	221,121
2002	159,667	2,931	227,983
2003	156,904	2,766	222,455
2004	149,100	2,730	212,347

Figure 12.2

2004 Casualty Rates Per Billion Vehicle Kilometres



1996 - 2004 Seatbelt Use in Canada by Province/Territory **

(% of All Occupants Wearing Seatbelts In Light-Duty Vehicles*)

Figure 12.3

Province	1996	1997	1998	1999	2000	2001	2002	2003	2004
Newfoundland	91.9	92.4	86.4	82.9	92.7	92.1	86.3	82.5	87
Prince Edward Island	87.5	82.6	82.7	88.5	85.7	86.7	76.7	78.1	81.4
Nova Scotia	88.2	87.1	88.5	86.6	86.5	88.0	90.5	89.4	88.7
New Brunswick	86.6	86.5	87.9	85.9	91.5	91.4	90.6	88.8	85.9
Quebec	90.3	91.7	92.3	93	91.4	89	91.2	93.3	90.9
Ontario	89.9	89.2	89.1	91.0	91.7	92.5	85.1	86.5	92.1
Manitoba	82.4	84.8	84.4	85.3	84.2	82.3	80.8	85.3	92.1
Saskatchewan	89.6	91.7	89.7	88.2	90.0	91.7	85.7	85.9	93.7
Alberta	85.1	83.7	82.4	89.3	87.2	84.9	77.3	84.9	82.9
British Columbia	88.7	89.4	89.7	89.2	88.7	90.8	79.7	83.2	91.6
Yukon	81.2	83.4	82.1	82.1	79.3	78.1	53.9	85.1	81.5
Northwest Territories	54.9	64.3	52.6	61.1	60.7	62.7	77.1	77.3	75.1
Nunavut	NA	NA	NA	NA	NA	13.4	22.9	21.8	NA
Canada	88.7	88.9	88.7	90.1	90.1	89.9	85.0	87.4	90.5

* Light-duty vehicles include passenger cars, passenger vans and light trucks

** Source of Information: Transport Canada Survey of Seatbelt Use in Canada. Surveys were conducted in urban areas from 1994 to 2001 and in rural areas in 2002. Beginning in 2003 the survey results are an estimate of both urban and rural areas over a two year period.

Other Provinces – Section 12

Additional information specific to other provinces or Canada may be obtained from the respective province or Transport Canada. A list of TAIS contacts in each jurisdiction is listed below.

Figure 12.4

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Appendix - A 1.1

Collision History on Provincial Highways ***

Year	Collisions **				Victims **			Collision Rates			
	Property Damage*	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total	Travel (Mvkm)	Col/V MvKm	Fat. Col/V 100 Mvkm	Inj. Col/V Mvkm
1965	2,786	1,314	95	4,195	2,517	134	2,651	2,870	1.46	3.31	0.46
1966	3,125	1,360	116	4,601	2,626	134	2,760	3,036	1.52	3.82	0.45
1967	3,457	1,560	120	5,137	2,802	166	2,968	3,218	1.60	3.73	0.48
1968	3,183	1,347	111	4,641	2,589	151	2,740	3,392	1.37	3.27	0.40
1969	3,376	1,240	106	4,722	2,324	137	2,461	3,504	1.35	3.02	0.35
1970	2,585	1,257	92	3,934	2,421	128	2,549	3,426	1.15	2.69	0.37
1971	2,569	1,379	91	4,039	2,598	120	2,718	3,566	1.13	2.55	0.39
1972	2,631	1,507	118	4,256	3,002	147	3,149	3,686	1.15	3.20	0.41
1973	2,583	1,530	118	4,231	2,944	149	3,093	3,869	1.09	3.05	0.40
1974	2,935	1,702	127	4,764	3,166	180	3,346	4,055	1.17	3.13	0.42
1975	3,066	1,600	118	4,784	2,998	161	3,159	4,311	1.11	2.74	0.37
1976	3,177	1,485	111	4,773	2,706	151	2,857	4,488	1.06	2.47	0.33
1977	2,701	1,082	93	3,876	1,902	126	2,028	4,721	0.82	1.97	0.23
1978	3,166	1,147	112	4,425	2,143	150	2,293	4,913	0.90	2.28	0.23
1979	4,552	1,266	103	5,921	2,318	143	2,461	5,110	1.16	2.02	0.25
1980	4,569	1,349	87	6,005	2,407	140	2,547	5,287	1.14	1.65	0.26
1981	4,855	1,248	108	6,211	2,266	139	2,405	5,420	1.15	1.99	0.23
1982	4,728	1,190	90	6,008	2,155	118	2,273	5,312	1.13	1.69	0.22
1983	4,358	1,113	90	5,561	1,967	126	2,093	5,444	1.02	1.65	0.20
1984	3,746	1,045	86	4,877	1,822	105	1,927	5,546	0.88	1.55	0.19
1985	3,837	1,142	82	5,061	1,984	100	2,084	5,640	0.90	1.45	0.20
1986	3,726	1,044	102	4,872	1,883	130	2,013	6,015	0.81	1.70	0.17
1987	4,010	1,048	92	5,150	1,888	119	2,007	6,089	0.85	1.51	0.17
1988	4,600	1,144	96	5,840	1,982	119	2,101	6,295	0.93	1.52	0.18
1989	4,874	1,092	81	6,047	1,982	107	2,089	6,242	0.97	1.30	0.17
1990	5,175	1,105	73	6,353	1,957	84	2,041	6,296	1.01	1.16	0.18
1991	5,642	971	84	6,697	1,706	99	1,805	6,264	1.07	1.34	0.16
1992	5,723	1,070	67	6,860	1,976	79	2,055	6,447	1.06	1.04	0.17
1993	4,396	1,066	72	5,534	1,875	85	1,960	6,692	0.83	1.08	0.16
1994	4,519	1,119	76	5,714	1,936	91	2,027	6,777	0.84	1.12	0.17
1995	4,867	1,196	72	6,135	2,080	88	2,168	7,080	0.87	1.02	0.17
1996	3,782	1,129	63	4,974	1,901	87	1,988	7,141	0.70	0.88	0.16
1997	3,438	1,231	70	4,739	2,095	98	2,193	7,232	0.66	0.97	0.17
1998	3,064	999	71	4,134	1,757	88	1,845	7,481	0.55	0.95	0.13
1999	3,142	1,142	89	4,373	1,980	110	2,090	7,481	0.58	1.19	0.15
2000	3,101	1,074	77	4,252	1,827	88	1,915	7,544	0.56	1.02	0.14
2001	4,102	1,066	68	5,236	1,716	85	1,801	7,341	0.71	0.93	0.15
2002	5,620 #	1,084	70	6,774	1,744	81	1,825	7,265	0.93	0.96	0.15
2003	8,154	1,070	76	9,300	1,759	85	1,844	7,559	1.23	1.01	0.14
2004	9,326	1,222	64	10,612	1,967	82	2,049	7,547	1.41	0.85	0.16

* Minimum reporting limits for property damage only collisions were \$100 as of 1950, \$200 as of April 18, 1970, \$500 as of Jan 1, 1984, and \$1,000 as of Jan 1, 1993.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

*** Collisions occurring on provincial highways within an urban area with a population less than 1,000 are recorded under URBAN STREETS prior to 1988 and under PROVINCIAL HIGHWAYS in subsequent years.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Appendix - A 1.2

Collision History on Urban Streets***

Year	Collisions **				Victims**		
	Property Damage*	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1965	9,026	2,009	24	11,059	2,812	29	2,841
1966	10,028	1,891	26	11,945	2,665	31	2,696
1967	11,048	1,958	34	13,040	2,758	37	2,795
1968	10,494	1,995	33	12,522	2,834	38	2,872
1969	11,704	1,984	17	13,705	2,728	22	2,750
1970	8,612	2,010	22	10,644	2,838	24	2,862
1971	7,413	2,402	36	9,851	3,391	37	3,428
1972	8,211	2,664	31	10,906	3,744	32	3,776
1973	8,940	2,647	20	11,607	3,752	24	3,776
1974	10,596	2,787	37	13,420	3,891	42	3,933
1975	12,461	3,051	32	15,544	4,388	34	4,422
1976	13,550	2,905	27	16,482	4,054	30	4,084
1977	15,548	2,964	20	18,532	4,069	20	4,089
1978	19,510	2,888	30	22,428	3,987	37	4,024
1979	30,073	3,259	54	33,386	4,685	64	4,749
1980	30,279	3,222	37	33,538	4,301	43	4,344
1981	22,312	3,152	46	25,510	4,350	49	4,399
1982	25,140	3,302	45	28,487	4,510	52	4,562
1983	25,450	3,436	35	28,921	4,597	39	4,636
1984	19,841	3,329	38	23,208	4,453	44	4,497
1985	19,522	3,552	43	23,117	4,820	46	4,866
1986	20,134	3,888	41	24,063	5,249	42	5,291
1987	20,207	4,087	47	24,341	5,590	52	5,642
1988	19,666	3,855	25	23,546	5,151	32	5,183
1989	19,376	3,497	25	22,898	4,671	27	4,698
1990	18,349	3,353	13	21,715	4,386	16	4,402
1991	19,005	3,376	25	22,406	4,562	26	4,588
1992	18,219	3,462	25	21,706	4,767	25	4,792
1993	12,211	3,645	28	15,884	4,909	28	4,937
1994	13,316	3,734	24	17,074	5,025	24	5,049
1995	14,002	3,129	24	17,155	4,255	25	4,280
1996	15,830	2,917	19	18,766	3,887	21	3,908
1997	14,520	3,016	20	17,556	4,128	20	4,148
1998	15,793	3,272	17	19,082	4,349	17	4,366
1999	15,629	3,550	24	19,203	4,834	26	4,860
2000	17,005	3,567	21	20,593	4,790	21	4,811
2001	15,555	3,067	18	18,640	4,055	18	4,073
2002	19,341 #	3,279	17	22,637	4,343	18	4,361
2003	21,253	3,607	18	24,878	4,722	20	4,742
2004	21,386	3,491	16	24,893	4,551	17	4,568

* Minimum reporting limits for property damage only collisions were \$100 as of 1950, \$200 as of April 18, 1970, \$500 as of Jan 1, 1984, and \$1,000 as of Jan 1, 1993.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

*** Collisions occurring on provincial highways within an urban area with a population less than 1,000 are recorded under URBAN STREETS prior to 1988 and under PROVINCIAL HIGHWAYS in subsequent years.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Appendix - A 1.3

Collision History on Rural Roads

Year	Collisions **				Victims**			Collision Rates			
	Property Damage*	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total	Travel (Mvkm)	Col/ MvKm	Fat. Col/ 100 Mvkm	Inj. Col/ Mvkm
1965	3,518	949	47	4,514	1,597	60	1,657	1,244	3.63	3.78	0.76
1966	3,957	1,087	74	5,118	1,859	114	1,973	1,265	4.05	5.85	0.86
1967	4,342	948	65	5,355	1,667	84	1,751	1,292	4.14	5.03	0.73
1968	3,759	998	67	4,824	1,683	75	1,758	1,339	3.60	5.00	0.75
1969	3,943	931	54	4,928	1,562	64	1,626	1,371	3.59	3.94	0.68
1970	3,050	995	45	4,090	1,728	55	1,783	1,329	3.08	3.39	0.75
1971	3,012	1,253	56	4,321	2,147	61	2,208	1,334	3.24	4.20	0.94
1972	3,164	1,394	67	4,625	2,367	87	2,454	1,348	3.43	4.97	1.03
1973	3,985	1,719	61	5,765	2,850	78	2,928	1,355	4.26	4.50	1.27
1974	4,687	1,773	70	6,530	2,898	84	2,982	1,371	4.76	5.11	1.29
1975	5,279	1,750	79	7,108	2,913	91	3,004	1,432	4.96	5.52	1.22
1976	5,701	1,759	70	7,530	2,801	82	2,883	1,472	5.11	4.75	1.19
1977	6,740	1,948	98	8,786	3,272	118	3,390	1,503	5.85	6.52	1.30
1978	7,440	1,681	84	9,205	2,727	109	2,836	1,519	6.06	5.53	1.11
1979	3,981	978	48	5,007	1,616	55	1,671	1,580	3.17	3.04	0.62
1980	4,284	1,066	53	5,403	1,684	62	1,746	1,567	3.45	3.38	0.68
1981	4,492	1,083	56	5,631	1,772	67	1,839	1,643	3.43	3.41	0.66
1982	4,131	975	48	5,154	1,598	61	1,659	1,784	2.89	2.69	0.55
1983	3,785	924	44	4,753	1,477	53	1,530	1,784	2.66	2.47	0.52
1984	3,086	886	53	4,025	1,421	61	1,482	1,864	2.16	2.84	0.48
1985	3,063	965	43	4,071	1,465	48	1,513	1,864	2.18	2.31	0.52
1986	2,918	866	50	3,834	1,413	56	1,469	1,802	2.13	2.78	0.48
1987	3,256	882	42	4,180	1,380	49	1,429	1,802	2.32	2.33	0.49
1988	3,264	863	30	4,157	1,412	40	1,452	1,998	2.08	1.50	0.43
1989	3,271	811	48	4,130	1,262	49	1,311	1,903	2.17	2.52	0.43
1990	3,282	739	39	4,060	1,133	42	1,175	1,886	2.15	2.07	0.39
1991	3,230	727	34	3,991	1,124	38	1,162	1,886	2.12	1.80	0.39
1992	3,535	655	27	4,217	1,012	31	1,043	1,932	2.18	1.40	0.34
1993	2,397	642	26	3,065	1,028	30	1,058	1,974	1.55	1.32	0.33
1994	2,522	632	27	3,181	1,024	29	1,053	1,982	1.60	1.36	0.32
1995	2,574	600	28	3,202	963	31	994	1,997	1.60	1.40	0.30
1996	2,118	565	18	2,701	859	21	880	1,920	1.41	0.94	0.29
1997	2,093	740	32	2,865	1,161	37	1,198	2,018	1.42	1.59	0.37
1998	1,736	564	35	2,335	890	38	928	2,035	1.15	1.72	0.28
1999	1,777	605	29	2,411	926	41	967	2,035	1.18	1.43	0.30
2000	1,784	610	29	2,423	931	32	963	2,176	1.11	1.33	0.28
2001	2,401	621	42	3,064	952	45	997	2,179	1.41	1.93	0.28
2002	2,521 #	582	29	3,132	947	31	978	2,159	1.45	1.34	0.27
2003	3,909	628	34	4,571	963	35	998	2,178	2.10	1.56	0.29
2004	4,370	532	22	4,924	808	24	832	2,194	2.24	1.00	0.24

* Minimum reporting limits for property damage only collisions were \$100 as of 1950, \$200 as of April 18, 1970, \$500 as of Jan 1, 1984, and \$1,000 as of Jan 1, 1993.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Appendix - A 1.4

Collision History on Other Roads

Year	Collisions **				Victims**		
	Property Damage*	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1965	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1966	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1967	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1968	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1969	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1970	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1971	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1972	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1973	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1974	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1975	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1976	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1977	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1978	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1979	2,846	326	24	3,196	462	28	490
1980	2,981	327	20	3,328	492	20	512
1981	765	162	6	933	272	7	279
1982	571	139	7	717	253	9	262
1983	476	130	14	620	221	17	238
1984	409	117	10	536	208	11	219
1985	332	101	17	450	196	20	216
1986	439	152	14	605	284	17	301
1987	411	139	12	562	277	16	293
1988	359	113	9	481	195	9	204
1989	362	120	8	490	224	9	233
1990	359	112	12	483	193	12	205
1991	425	146	8	579	263	8	271
1992	421	146	8	575	291	8	299
1993	280	127	8	415	221	10	231
1994	319	135	7	461	214	7	221
1995	316	90	11	417	174	13	187
1996	293	108	6	407	186	6	192
1997	348	141	8	497	235	9	244
1998	369	128	4	501	230	4	234
1999	390	179	8	577	295	12	307
2000	457	192	10	659	313	10	323
2001	580	157	12	749	241	19	260
2002	1,759 #	172	7	1,938	278	7	285
2003	2,249	150	8	2,407	241	8	249
2004	2,096	155	3	2,254	215	3	218

* Minimum reporting limits for property damage only collisions were \$100 as of 1950, \$200 as of April 18, 1970, \$500 as of Jan 1, 1984, and \$1,000 as of Jan 1, 1993.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Appendix - A 1.5

Collision History on Rural and Other Roads Combined

Year	Accidents **				Victims**		
	Property Damage*	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1965	3,518	949	47	4,514	1,859	114	1,973
1966	3,957	1,087	74	5,118	1,667	84	1,751
1967	4,342	948	65	5,355	1,683	75	1,758
1968	3,759	998	67	4,824	1,562	64	1,626
1969	3,943	931	54	4,928	1,728	55	1,783
1970	3,050	995	45	4,090	2,147	61	2,208
1971	3,012	1,253	56	4,321	2,367	87	2,454
1972	3,164	1,394	67	4,625	2,850	78	2,928
1973	3,985	1,719	61	5,765	2,898	84	2,982
1974	4,687	1,773	70	6,530	2,913	91	3,004
1975	5,279	1,750	79	7,108	2,801	82	2,883
1976	5,701	1,759	70	7,530	3,272	118	3,390
1977	6,740	1,948	98	8,786	2,727	109	2,836
1978	7,440	1,681	84	9,205	1,616	55	1,671
1979	6,827	1,304	72	8,203	2,176	82	2,258
1980	7,265	1,393	73	8,731	2,044	74	2,118
1981	5,257	1,245	62	6,564	1,851	70	1,921
1982	4,702	1,114	55	5,871	1,698	70	1,768
1983	4,261	1,054	58	5,373	1,629	72	1,701
1984	3,495	1,003	63	4,561	1,661	68	1,729
1985	3,395	1,066	60	4,521	1,697	73	1,770
1986	3,357	1,018	64	4,439	1,657	65	1,722
1987	3,667	1,021	54	4,742	1,607	49	1,656
1988	3,697	999	41	4,737	1,607	49	1,656
1989	3,718	966	56	4,740	1,486	58	1,544
1990	3,745	880	53	4,678	1,326	54	1,380
1991	3,655	873	42	4,570	1,387	46	1,433
1992	3,956	801	35	4,792	1,303	39	1,342
1993	2,677	769	34	3,480	1,249	40	1,289
1994	2,841	767	34	3,642	1,238	36	1,274
1995	2,890	690	39	3,619	1,137	44	1,181
1996	2,411	673	24	3,108	1,045	27	1,072
1997	2,441	881	40	3,362	1,396	46	1,442
1998	2,105	692	39	2,836	1,120	42	1,162
1999	2,167	784	37	2,988	1,221	53	1,274
2000	2,241	802	39	3,082	1,244	42	1,286
2001	2,981	778	54	3,813	1,193	64	1,257
2002	4,280 #	754	36	5,070	1,225	38	1,263
2003	6,158	778	42	6,978	1,204	43	1,247
2004	6,466	687	25	7,178	1,023	27	1,050

* Minimum reporting limits for property damage only collisions were \$100 as of 1950, \$200 as of April 18, 1970, \$500 as of Jan 1, 1984, and \$1,000 as of Jan 1, 1993.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Appendix - A 1.6

Collision History on All Provincial Roads

Year	Collisions **				Victims**		
	Property Damage*	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1965	15,363	4,251	152	19,766	6,769	184	6,953
1966	16,771	4,292	195	21,258	7,041	279	7,320
1967	18,515	4,266	215	22,996	7,051	255	7,306
1968	17,710	4,553	220	22,483	7,319	279	7,598
1969	18,830	4,262	182	23,274	6,879	237	7,116
1970	15,038	4,245	173	19,456	6,890	216	7,106
1971	13,010	4,912	184	18,106	7,959	226	8,185
1972	13,944	5,437	189	19,570	8,709	239	8,948
1973	15,556	5,873	199	21,628	9,604	249	9,853
1974	17,866	6,090	225	24,181	9,733	275	10,008
1975	20,675	6,503	238	27,416	10,467	305	10,772
1976	22,317	6,264	215	28,796	9,853	273	10,126
1977	25,465	6,397	229	32,091	10,047	289	10,336
1978	29,651	5,651	207	35,509	8,616	272	8,888
1979	40,066	5,710	238	46,014	8,906	297	9,203
1980	42,096	5,881	213	48,190	8,795	268	9,063
1981	32,138	5,746	195	38,079	8,801	263	9,064
1982	34,697	5,664	208	40,569	8,627	261	8,888
1983	34,439	5,680	183	40,302	8,450	227	8,677
1984	27,694	5,445	191	33,330	8,049	242	8,291
1985	26,663	5,663	189	32,515	8,303	219	8,522
1986	27,328	6,048	187	33,563	8,930	215	9,145
1987	27,600	6,152	203	33,955	9,130	247	9,377
1988	27,889	5,975	160	34,024	8,740	200	8,940
1989	27,883	5,520	162	33,565	8,139	192	8,331
1990	27,165	5,309	137	32,611	7,669	154	7,823
1991	28,302	5,220	151	33,673	7,655	171	7,826
1992	27,898	5,333	127	33,358	8,046	143	8,189
1993	19,284	5,480	134	24,898	8,033	153	8,186
1994	20,676	5,620	134	26,430	8,199	151	8,350
1995	21,759	5,015	135	26,909	7,472	157	7,629
1996	22,023	4,719	106	26,848	6,833	135	6,968
1997	20,399	5,128	130	25,657	7,619	164	7,783
1998	20,962	4,963	127	26,052	7,226	147	7,373
1999	20,938	5,476	150	26,564	8,035	189	8,224
2000	22,347	5,443	137	27,927	7,861	151	8,012
2001	22,638	4,911	140	27,689	6,964	167	7,131
2002	29,241 #	5,117	123	34,481	7,312	137	7,449
2003	35,565	5,455	136	41,156	7,685	148	7,833
2004	37,178	5,400	105	42,683	7,541	126	7,667

* Minimum reporting limits for property damage only collisions were \$100 as of 1950, \$200 as of April 18, 1970, \$500 as of Jan 1, 1984, and \$1,000 as of Jan 1, 1993.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Appendix - A 1.7

Collision History Rates - All Provincial Roads

Year	Registered Vehicles **	Licensed Drivers	Sask. Pop.*	Collision Rates			Casualty Collisions	Casualty Collision Rates		
				C/100 Reg'd Vehicles	C/100 Lic'd Drivers	C/100 Pop.		C/100 Reg'd Vehicles	C/100 Lic'd Drivers	C/100 Pop.
1965	418,606	430,182	950,000	5.08	4.94	2.24	4,487	1.07	1.04	0.00
1966	438,558	442,490	955,400	5.24	5.20	2.41	4,481	1.02	1.01	0.00
1967	454,262	469,685	957,000	4.95	4.79	2.35	4,773	1.05	1.02	0.00
1968	464,017	474,068	960,000	5.02	4.91	2.42	4,444	0.96	0.94	0.00
1969	472,363	495,684	958,000	4.12	3.93	2.03	4,418	0.94	0.89	0.00
1970	464,405	487,678	941,000	3.90	3.71	1.92	5,096	1.10	1.04	0.00
1971	464,924	495,730	932,037	4.21	3.95	2.10	5,626	1.21	1.13	0.00
1972	496,214	517,829	920,780	4.36	4.18	2.35	6,072	1.22	1.17	0.00
1973	523,557	503,494	911,936	4.62	4.80	2.65	6,315	1.21	1.25	0.00
1974	568,918	518,252	908,455	4.82	5.29	3.02	6,741	1.18	1.30	0.00
1975	613,269	590,251	917,411	4.70	4.88	3.14	6,479	1.06	1.10	0.00
1976	653,408	598,604	931,620	4.91	5.36	3.44	6,626	1.01	1.11	0.00
1977	670,838	606,386	944,814	5.29	5.86	3.76	5,858	0.87	0.97	0.00
1978	621,770	560,972	951,943	7.40	8.20	4.83	5,948	0.96	1.06	0.00
1979	624,478	591,337	959,555	7.72	8.15	5.02	6,094	0.98	1.03	0.00
1980	677,680	603,115	967,369	5.62	6.31	3.94	5,941	0.88	0.99	0.00
1981	690,776	611,506	975,861	5.87	6.63	4.16	5,872	0.85	0.96	0.00
1982	684,358	621,837	987,253	5.89	6.48	4.08	5,863	0.86	0.94	0.00
1983	701,993	633,893	1,001,851	4.75	5.26	3.33	5,636	0.80	0.89	0.00
1984	719,856	642,358	1,015,476	4.52	5.06	3.20	5,852	0.81	0.91	0.00
1985	720,022	647,121	1,025,455	4.66	5.19	3.27	6,235	0.87	0.96	0.00
1986	735,626	649,989	1,029,254	4.62	5.22	3.30	6,355	0.86	0.98	0.00
1987	738,682	651,609	1,032,786	4.61	5.22	3.29	6,135	0.83	0.94	0.00
1988	726,605	647,445	1,028,050	4.68	5.26	3.31	6,135	0.84	0.95	0.60
1989	715,600	624,964	1,019,265	4.69	5.37	3.29	5,682	0.79	0.91	0.56
1990	702,653	638,600	1,007,115	4.64	5.11	3.24	5,446	0.78	0.85	0.54
1991	696,241	636,872	1,002,668	4.84	5.29	3.36	5,371	0.77	0.84	0.54
1992	707,123	640,428	1,003,987	4.72	5.21	3.32	5,460	0.77	0.85	0.54
1993	706,340	643,995	1,006,949	3.52	3.87	2.47	5,614	0.79	0.87	0.56
1994	705,388	645,723	1,009,685	3.75	4.09	2.62	5,754	0.82	0.89	0.57
1995	705,405	647,786	1,014,172	3.81	4.15	2.65	5,150	0.73	0.80	0.51
1996	717,098	654,973	1,019,459	3.74	4.10	2.63	4,825	0.67	0.74	0.47
1997	715,819	658,972	1,022,020	3.58	3.89	2.51	5,258	0.73	0.80	0.51
1998	715,381	662,810	1,024,875	3.64	3.93	2.54	5,090	0.71	0.77	0.50
1999	712,541	667,379	1,025,564	3.73	3.98	2.59	5,628	0.79	0.84	0.55
2000	716,723	666,266	1,021,963	3.90	4.19	2.73	5,580	0.78	0.84	0.55
2001	713,000	665,760	1,017,087	3.88	4.16	2.72	5,051	0.71	0.76	0.50
2002	721,999	666,374	1,011,808	4.78	5.17	3.41	5,240	0.73	0.79	0.52
2003	731,891	668,572	1,007,753	5.62	6.16	4.08	5,591	0.76	0.84	0.55
2004	740,554	669,852	1,018,057	5.76	6.37	4.19	5,505	0.74	0.82	0.54

* Population - Statistics Canada July 1 Populations.

** Vehicle counts exclude motor toboggans (type 30), snowmobiles (type 31) and all trailers (types 50-61).

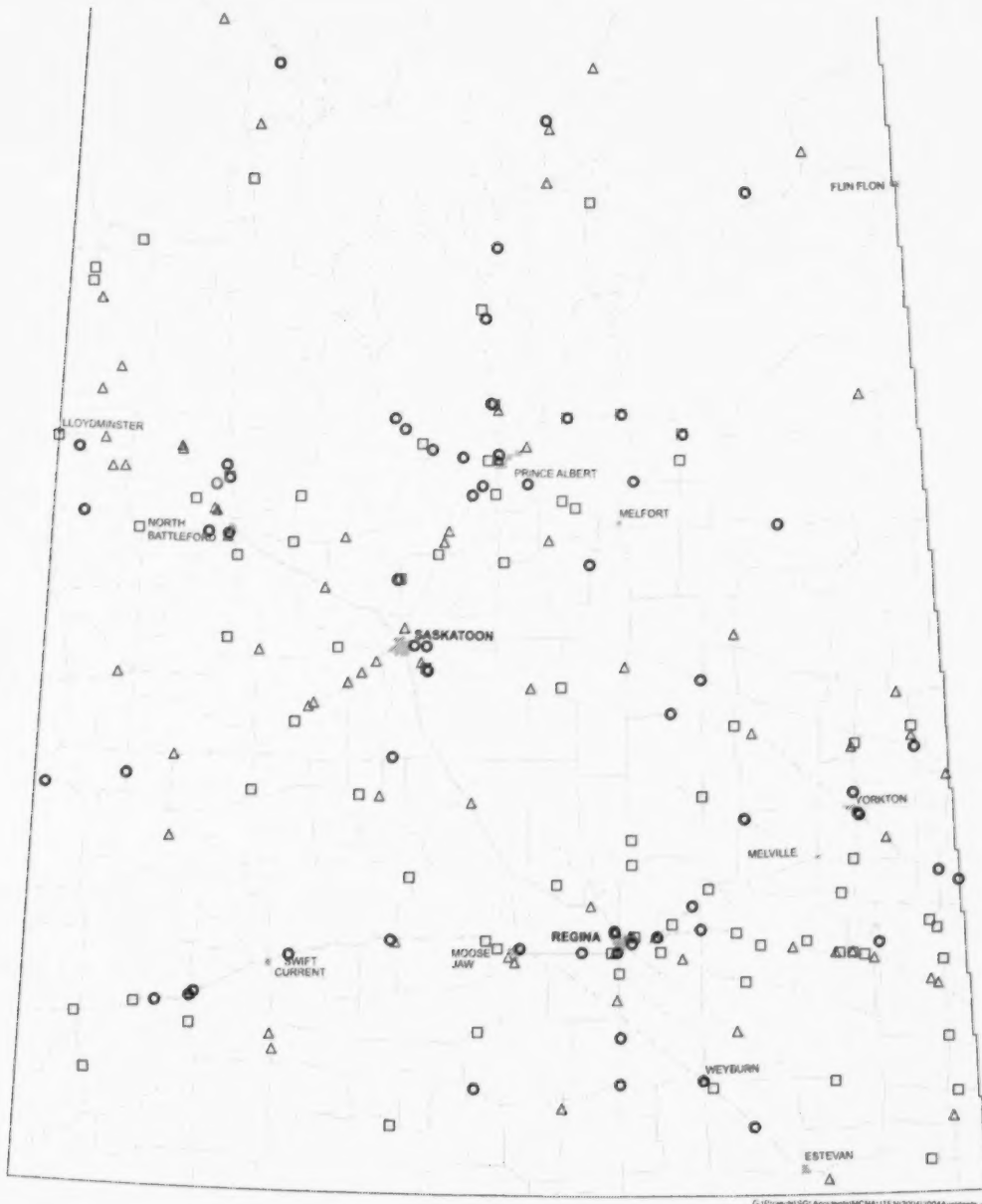
Appendix - A 2

FATAL ACCIDENT LOCATIONS ON RURAL PROVINCIAL HIGHWAYS

Note:

1. Fatal accidents on streets and rural municipal and other roads during the same period are not shown.

- 2004 - 82 Persons were killed in 64 accidents
- △ 2003 - 85 Persons were killed in 76 accidents
- 2002 - 81 Persons were killed in 70 accidents



Appendix - A 3 Sask. Motor Vehicle Accident (MVA) Report Form

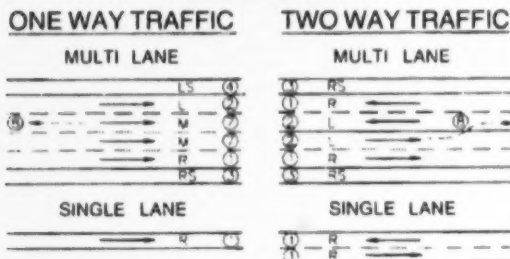
[illegible]

Appendix - A 4.1 Sask. MVA Report Form Template - Front

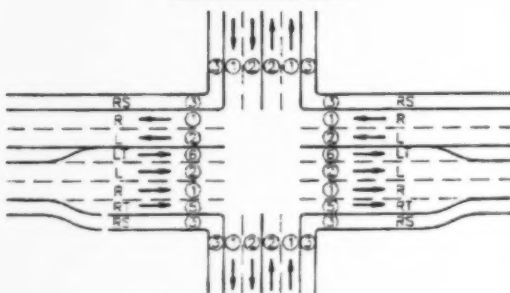
1. Date 1. Date 2. Time 3. Location		2. Vehicle Identification 1. License Plate 2. Make 3. Model 4. Year 5. Colour		3. Driver Information 1. Name 2. Address 3. Phone 4. Email 5. Date of Birth 6. Sex 7. Height 8. Weight 9. Eyes 10. Hair 11. Skin 12. Blood Type 13. Medical History 14. Current Medication 15. Alcohol Consumption 16. Drug Consumption 17. Fatigue 18. Impaired Judgment 19. Other		4. Vehicle Condition 1. Tires 2. Brakes 3. Lights 4. Horn 5. Mirrors 6. Windshield 7. Doors 8. Windows 9. Seats 10. Floor Mats 11. Trunk 12. Engine 13. Transmission 14. Drivetrain 15. Suspension 16. Steering 17. Brakes 18. Lights 19. Horn 20. Mirrors 21. Windshield 22. Doors 23. Windows 24. Seats 25. Floor Mats 26. Trunk 27. Engine 28. Transmission 29. Drivetrain 30. Suspension 31. Steering 32. Brakes 33. Lights 34. Horn 35. Mirrors 36. Windshield 37. Doors 38. Windows 39. Seats 40. Floor Mats 41. Trunk 42. Engine 43. Transmission 44. Drivetrain 45. Suspension 46. Steering 47. Brakes 48. Lights 49. Horn 50. Mirrors 51. Windshield 52. Doors 53. Windows 54. Seats 55. Floor Mats 56. Trunk 57. Engine 58. Transmission 59. Drivetrain 60. Suspension 61. Steering 62. Brakes 63. Lights 64. Horn 65. Mirrors 66. Windshield 67. Doors 68. Windows 69. Seats 70. Floor Mats 71. Trunk 72. Engine 73. Transmission 74. Drivetrain 75. Suspension 76. Steering 77. Brakes 78. Lights 79. Horn 80. Mirrors 81. Windshield 82. Doors 83. Windows 84. Seats 85. Floor Mats 86. Trunk 87. Engine 88. Transmission 89. Drivetrain 90. Suspension 91. Steering 92. Brakes 93. Lights 94. Horn 95. Mirrors 96. Windshield 97. Doors 98. Windows 99. Seats 100. Floor Mats 101. Trunk 102. Engine 103. Transmission 104. Drivetrain 105. Suspension 106. Steering 107. Brakes 108. Lights 109. Horn 110. Mirrors 111. Windshield 112. Doors 113. Windows 114. Seats 115. Floor Mats 116. Trunk 117. Engine 118. Transmission 119. Drivetrain 120. Suspension 121. Steering 122. Brakes 123. Lights 124. Horn 125. Mirrors 126. Windshield 127. Doors 128. Windows 129. Seats 130. Floor Mats 131. Trunk 132. Engine 133. Transmission 134. Drivetrain 135. Suspension 136. Steering 137. Brakes 138. Lights 139. Horn 140. Mirrors 141. Windshield 142. Doors 143. Windows 144. Seats 145. Floor Mats 146. Trunk 147. Engine 148. Transmission 149. Drivetrain 150. Suspension 151. Steering 152. Brakes 153. Lights 154. Horn 155. Mirrors 156. Windshield 157. Doors 158. Windows 159. Seats 160. Floor Mats 161. Trunk 162. Engine 163. Transmission 164. Drivetrain 165. Suspension 166. Steering 167. Brakes 168. Lights 169. Horn 170. Mirrors 171. Windshield 172. Doors 173. Windows 174. Seats 175. Floor Mats 176. Trunk 177. Engine 178. Transmission 179. Drivetrain 180. Suspension 181. Steering 182. Brakes 183. Lights 184. Horn 185. Mirrors 186. Windshield 187. Doors 188. Windows 189. Seats 190. Floor Mats 191. Trunk 192. Engine 193. Transmission 194. Drivetrain 195. Suspension 196. Steering 197. Brakes 198. Lights 199. Horn 200. Mirrors 201. Windshield 202. Doors 203. Windows 204. Seats 205. Floor Mats 206. Trunk 207. Engine 208. Transmission 209. Drivetrain 210. Suspension 211. Steering 212. Brakes 213. Lights 214. Horn 215. Mirrors 216. Windshield 217. Doors 218. Windows 219. Seats 220. Floor Mats 221. Trunk 222. Engine 223. Transmission 224. Drivetrain 225. Suspension 226. Steering 227. Brakes 228. Lights 229. Horn 230. Mirrors 231. Windshield 232. Doors 233. Windows 234. Seats 235. Floor Mats 236. Trunk 237. Engine 238. Transmission 239. Drivetrain 240. Suspension 241. Steering 242. Brakes 243. Lights 244. Horn 245. Mirrors 246. Windshield 247. Doors 248. Windows 249. Seats 250. Floor Mats 251. Trunk 252. Engine 253. Transmission 254. Drivetrain 255. Suspension 256. Steering 257. Brakes 258. Lights 259. Horn 260. Mirrors 261. Windshield 262. Doors 263. Windows 264. Seats 265. Floor Mats 266. Trunk 267. Engine 268. Transmission 269. Drivetrain 270. Suspension 271. Steering 272. Brakes 273. Lights 274. Horn 275. Mirrors 276. Windshield 277. Doors 278. Windows 279. Seats 280. Floor Mats 281. Trunk 282. Engine 283. Transmission 284. Drivetrain 285. Suspension 286. Steering 287. Brakes 288. Lights 289. Horn 290. Mirrors 291. Windshield 292. Doors 293. Windows 294. Seats 295. Floor Mats 296. Trunk 297. Engine 298. Transmission 299. Drivetrain 300. Suspension 301. Steering 302. Brakes 303. Lights 304. Horn 305. Mirrors 306. Windshield 307. Doors 308. Windows 309. Seats 310. Floor Mats 311. Trunk 312. Engine 313. Transmission 314. Drivetrain 315. Suspension 316. Steering 317. Brakes 318. Lights 319. Horn 320. Mirrors 321. Windshield 322. Doors 323. Windows 324. Seats 325. Floor Mats 326. Trunk 327. Engine 328. Transmission 329. Drivetrain 330. Suspension 331. Steering 332. Brakes 333. Lights 334. Horn 335. Mirrors 336. Windshield 337. Doors 338. Windows 339. Seats 340. Floor Mats 341. Trunk 342. Engine 343. Transmission 344. Drivetrain 345. Suspension 346. Steering 347. Brakes 348. Lights 349. Horn 350. Mirrors 351. Windshield 352. Doors 353. Windows 354. Seats 355. Floor Mats 356. Trunk 357. Engine 358. Transmission 359. Drivetrain 360. Suspension 361. Steering 362. Brakes 363. Lights 364. Horn 365. Mirrors 366. Windshield 367. Doors 368. Windows 369. Seats 370. Floor Mats 371. Trunk 372. Engine 373. Transmission 374. Drivetrain 375. Suspension 376. Steering 377. Brakes 378. Lights 379. Horn 380. Mirrors 381. Windshield 382. Doors 383. Windows 384. Seats 385. Floor Mats 386. Trunk 387. Engine 388. Transmission 389. Drivetrain 390. Suspension 391. Steering 392. Brakes 393. Lights 394. Horn 395. Mirrors 396. Windshield 397. Doors 398. Windows 399. Seats 400. Floor Mats 401. Trunk 402. Engine 403. Transmission 404. Drivetrain 405. Suspension 406. Steering 407. Brakes 408. Lights 409. Horn 410. Mirrors 411. Windshield 412. Doors 413. Windows 414. Seats 415. Floor Mats 416. Trunk 417. Engine 418. Transmission 419. Drivetrain 420. Suspension 421. Steering 422. Brakes 423. Lights 424. Horn 425. Mirrors 426. Windshield 427. Doors 428. Windows 429. Seats 430. Floor Mats 431. Trunk 432. Engine 433. Transmission 434. Drivetrain 435. Suspension 436. Steering 437. Brakes 438. Lights 439. Horn 440. Mirrors 441. Windshield 442. Doors 443. Windows 444. Seats 445. Floor Mats 446. Trunk 447. Engine 448. Transmission 449. Drivetrain 450. Suspension 451. Steering 452. Brakes 453. Lights 454. Horn 455. Mirrors 456. Windshield 457. Doors 458. Windows 459. Seats 460. Floor Mats 461. Trunk 462. Engine 463. Transmission 464. Drivetrain 465. Suspension 466. Steering 467. Brakes 468. Lights 469. Horn 470. Mirrors 471. Windshield 472. Doors 473. Windows 474. Seats 475. Floor Mats 476. Trunk 477. Engine 478. Transmission 479. Drivetrain 480. Suspension 481. Steering 482. Brakes 483. Lights 484. Horn 485. Mirrors 486. Windshield 487. Doors 488. Windows 489. Seats 490. Floor Mats 491. Trunk 492. Engine 493. Transmission 494. Drivetrain 495. Suspension 496. Steering 497. Brakes 498. Lights 499. Horn 500. Mirrors 501. Windshield 502. Doors 503. Windows 504. Seats 505. Floor Mats 506. Trunk 507. Engine 508. Transmission 509. Drivetrain 510. Suspension 511. Steering 512. Brakes 513. Lights 514. Horn 515. Mirrors 516. Windshield 517. Doors 518. Windows 519. Seats 520. Floor Mats 521. Trunk 522. Engine 523. Transmission 524. Drivetrain 525. Suspension 526. Steering 527. Brakes 528. Lights 529. Horn 530. Mirrors 531. Windshield 532. Doors 533. Windows 534. Seats 535. Floor Mats 536. Trunk 537. Engine 538. Transmission 539. Drivetrain 540. Suspension 541. Steering 542. Brakes 543. Lights 544. Horn 545. Mirrors 546. Windshield 547. Doors 548. Windows 549. Seats 550. Floor Mats 551. Trunk 552. Engine 553. Transmission 554. Drivetrain 555. Suspension 556. Steering 557. Brakes 558. Lights 559. Horn 560. Mirrors 561. Windshield 562. Doors 563. Windows 564. Seats 565. Floor Mats 566. Trunk 567. Engine 568. Transmission 569. Drivetrain 570. Suspension 571. Steering 572. Brakes 573. Lights 574. Horn 575. Mirrors 576. Windshield 577. Doors 578. Windows 579. Seats 580. Floor Mats 581. Trunk 582. Engine 583. Transmission 584. Drivetrain 585. Suspension 586. Steering 587. Brakes 588. Lights 589. Horn 590. Mirrors 591. Windshield 592. Doors 593. Windows 594. Seats 595. Floor Mats 596. Trunk 597. Engine 598. Transmission 599. Drivetrain 600. Suspension 601. Steering 602. Brakes 603. Lights 604. Horn 605. Mirrors 606. Windshield 607. Doors 608. Windows 609. Seats 610. Floor Mats 611. Trunk 612. Engine 613. Transmission 614. Drivetrain 615. Suspension 616. Steering 617. Brakes 618. Lights 619. Horn 620. Mirrors 621. Windshield 622. Doors 623. Windows 624. Seats 625. Floor Mats 626. Trunk 627. Engine 628. Transmission 629. Drivetrain 630. Suspension 631. Steering 632. Brakes 633. Lights 634. Horn 635. Mirrors 636. Windshield 637. Doors 638. Windows 639. Seats 640. Floor Mats 641. Trunk 642. Engine 643. Transmission 644. Drivetrain 645. Suspension 646. Steering 647. Brakes 648. Lights 649. Horn 650. Mirrors 651. Windshield 652. Doors 653. Windows 654. Seats 655. Floor Mats 656. Trunk 657. Engine 658. Transmission 659. Drivetrain 660. Suspension 661. Steering 662. Brakes 663. Lights 664. Horn 665. Mirrors 666. Windshield 667. Doors 668. Windows 669. Seats 670. Floor Mats 671. Trunk 672. Engine 673. Transmission 674. Drivetrain 675. Suspension 676. Steering 677. Brakes 678. Lights 679. Horn 680. Mirrors 681. Windshield 682. Doors 683. Windows 684. Seats 685. Floor Mats 686. Trunk 687. Engine 688. Transmission 689. Drivetrain 690. Suspension 691. Steering 692. Brakes 693. Lights 694. Horn 695. Mirrors 696. Windshield 697. Doors 698. Windows 699. Seats 700. Floor Mats 701. Trunk 702. Engine 703. Transmission 704. Drivetrain 705. Suspension 706. Steering 707. Brakes 708. Lights 709. Horn 710. Mirrors 711. Windshield 712. Doors 713. Windows 714. Seats 715. Floor Mats 716. Trunk 717. Engine 718. Transmission 719. Drivetrain 720. Suspension 721. Steering 722. Brakes 723. Lights 724. Horn 725. Mirrors 726. Windshield 727. Doors 728. Windows 729. Seats 730. Floor Mats 731. Trunk 732. Engine 733. Transmission 734. Drivetrain 735. Suspension 736. Steering 737. Brakes 738. Lights 739. Horn 740. Mirrors 741. Windshield 742. Doors 743. Windows 744. Seats 745. Floor Mats 746. Trunk 747. Engine 748. Transmission 749. Drivetrain 750. Suspension 751. Steering 752. Brakes 753. Lights 754. Horn 755. Mirrors 756. Windshield 757. Doors 758. Windows 759. Seats 760. Floor Mats 761. Trunk 762. Engine 763. Transmission 764. Drivetrain 765. Suspension 766. Steering 767. Brakes 768. Lights 769. Horn 770. Mirrors 771. Windshield 772. Doors 773. Windows 774. Seats 775. Floor Mats 776. Trunk 777. Engine 778. Transmission 779. Drivetrain 780. Suspension 781. Steering 782. Brakes 783. Lights 784. Horn 785. Mirrors 786. Windshield 787. Doors 788. Windows 789. Seats 790. Floor Mats 791. Trunk 792. Engine 793. Transmission 794. Drivetrain 795. Suspension 796. Steering 797. Brakes 798. Lights 799. Horn 800. Mirrors 801. Windshield 802. Doors 803. Windows 804. Seats 805. Floor Mats 806. Trunk 807. Engine 808. Transmission 809. Drivetrain 810. Suspension 811. Steering 812. Brakes 813. Lights 814. Horn 815. Mirrors 816. Windshield 817. Doors 818. Windows 819. Seats 820. Floor Mats 821. Trunk 822. Engine 823. Transmission 824. Drivetrain 825. Suspension 826. Steering 827. Brakes 828. Lights 829. Horn 830. Mirrors 831. Windshield 832. Doors 833. Windows 834. Seats 835. Floor Mats 836. Trunk 837. Engine 838. Transmission 839. Drivetrain 840. Suspension 841. Steering 842. Brakes 843. Lights 844. Horn 845. Mirrors 846. Windshield 847. Doors 848. Windows 849. Seats 850. Floor Mats 851. Trunk 852. Engine 853. Transmission 854. Drivetrain 855. Suspension 856. Steering 857. Brakes 858. Lights 859. Horn 860. Mirrors 861. Windshield 862. Doors 863. Windows 864. Seats 865. Floor Mats 866. Trunk 867. Engine 868. Transmission 869. Drivetrain 870. Suspension 871. Steering 872. Brakes 873. Lights 874. Horn 875. Mirrors 876. Windshield 877. Doors 878. Windows 879. Seats 880. Floor Mats 881. Trunk 882. Engine 883. Transmission 884. Drivetrain 885. Suspension 886. Steering 887. Brakes 888. Lights 889. Horn 890. Mirrors 891. Windshield 892. Doors 893. Windows 894. Seats 895. Floor Mats 896. Trunk 897. Engine 898. Transmission 899. Drivetrain 900. Suspension 901. Steering 902. Brakes 903. Lights 904. Horn 905. Mirrors 906. Windshield 907. Doors 908. Windows 909. Seats 910. Floor Mats 911. Trunk 912. Engine 913. Transmission 914. Drivetrain 915. Suspension 916. Steering 917. Brakes 918. Lights 919. Horn 920. Mirrors 921. Windshield 922. Doors 923. Windows 924. Seats 925. Floor Mats 926. Trunk 927. Engine 928. Transmission 929. Drivetrain 930. Suspension 931. Steering 932. Brakes 933. Lights 934. Horn 935. Mirrors 936. Windshield 937. Doors 938. Windows 939. Seats 940. Floor Mats 941. Trunk 942. Engine 943. Transmission 944. Drivetrain 945. Suspension 946. Steering 947. Brakes 948. Lights 949. Horn 950. Mirrors 951. Windshield 952. Doors 953. Windows 954. Seats 955. Floor Mats 956. Trunk 957. Engine 958. Transmission 959. Drivetrain 960. Suspension 961. Steering 962. Brakes 963. Lights 964. Horn 965. Mirrors 966. Windshield 967. Doors 968. Windows 969. Seats 970. Floor Mats 971. Trunk 972. Engine 973. Transmission 974. Drivetrain 975. Suspension 976. Steering 977. Brakes 978. Lights 979. Horn 980. Mirrors 981. Windshield 982. Doors 983. Windows 984. Seats 985. Floor Mats 986. Trunk 987. Engine 988. Transmission 989. Drivetrain 990. Suspension 991. Steering 992. Brakes 993. Lights 994. Horn 995. Mirrors 996. Windshield 997. Doors 998. Windows 999. Seats 1000. Floor Mats 1001. Trunk 1002. Engine 1003. Transmission 1004. Drivetrain 1005. Suspension 1006. Steering 1007. Brakes 1008. Lights 1009. Horn 1010. Mirrors 1011. Windshield 1012. Doors 1013. Windows 1014. Seats 1015. Floor Mats 1016. Trunk 1017. Engine 1018. Transmission 1019. Drivetrain 1020. Suspension 1021. Steering 1022. Brakes 1023. Lights 1024. Horn 1025. Mirrors 1026. Windshield 1027. Doors 1028. Windows 1029. Seats 1030. Floor Mats 1031. Trunk 1032. Engine 1033. Transmission 1034. Drivetrain 1035. Suspension 1036. Steering 1037. Brakes 1038. Lights 1039. Horn 1040. Mirrors 1041. Windshield 1042. Doors 1043. Windows 1044. Seats 1045. Floor Mats 1046. Trunk 1047. Engine 1048. Transmission 1049. Drivetrain 1050. Suspension 1051. Steering 1052. Brakes 1053. Lights 1054. Horn 1055. Mirrors 1056. Windshield 1057. Doors 1058. Windows 1059. Seats 1060. Floor Mats 1061. Trunk 1062. Engine 1063. Transmission 1064. Drivetrain 1065. Suspension 1066. Steering 1067. Brakes 1068. Lights 1069. Horn 1070. Mirrors 1071. Windshield 1072. Doors 1073. Windows 1074. Seats 1075. Floor Mats 1076. Trunk 1077. Engine 1078. Transmission 1079. Drivetrain 1080. Suspension 1081. Steering 1082. Brakes 1083. Lights 1084. Horn 1085. Mirrors 1086. Windshield 1087. Doors 1088. Windows 1089. Seats 1090. Floor Mats 1091. Trunk 1092. Engine 1093. Transmission 1094. Drivetrain 1095. Suspension 1096. Steering 1097. Brakes 1098. Lights 1099. Horn 1100. Mirrors 1101. Windshield 1102. Doors 1103. Windows 1104. Seats 1105. Floor Mats 1106. Trunk 1107. Engine 1108. Transmission 1109. Drivetrain 1110. Suspension 1111. Steering 1112. Brakes 1113. Lights 1114. Horn 1115. Mirrors 1116. Windshield 1117. Doors 1118. Windows 1119. Seats 1120. Floor Mats 1121. Trunk 1122. Engine 1123. Transmission 1124. Drivetrain 1125. Suspension 1126. Steering 1127. Brakes 1128. Lights 1129. Horn 1130. Mirrors 1131. Windshield 1132. Doors 1133. Windows 1134. Seats 1135. Floor Mats 1136. Trunk 1137. Engine 1138. Transmission 1139. Drivetrain 1140. Suspension 1141. Steering	
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Appendix - A 4.2 Sask. MVA Report Form Template - Back

DESIGNATED LANE OF TRAVEL



INTERSECTIONS



Code	Abbreviation	Lane
1	R	Right most Driving Lane
2	L	Left most Driving Lane
3	RS	Right Shoulder
4	LS	Left Shoulder
5	RT	Right Turning Lane
6	LT	Left Turning Lane
7	M	Middle Driving Lane
8	O	Lane of Opposing Traffic

Alberta	AB	Ontario	ON
British Columbia	BC	Prince Edward Island	PE
Manitoba	MA	Quebec	PQ
New Brunswick	NB	Saskatchewan	SK
Newfoundland	NF	Yukon Territory	YT
Nova Scotia	NS	North West Territories	NW
Alabama	AL	Montana	MT
Alaska	AK	Nebraska	NE
Arizona	AZ	Nevada	NV
Arkansas	AR	New Hampshire	NH
California	CA	New Jersey	NJ
Colorado	CO	New Mexico	NM
Connecticut	CT	New York	NY
Delaware	DE	North Carolina	NC
District of Columbia	DC	North Dakota	ND
Florida	FL	Ohio	OH
Georgia	GA	Oklahoma	OK
Hawaii	HI	Oregon	OR
Idaho	ID	Pennsylvania	PA
Illinois	IL	Rhode Island	RI
Indiana	IN	South Carolina	SC
Iowa	IA	South Dakota	SD
Kansas	KS	Tennessee	TN
Kentucky	KY	Texas	TX
Louisiana	LA	Utah	UT
Maine	ME	Vermont	VT
Maryland	MD	Virginia	VA
Massachusetts	MA	Washington	WA
Michigan	MI	West Virginia	WV
Minnesota	MN	Wisconsin	WI
Mississippi	MS	Wyoming	WY
Missouri	MO	Puerto Rico	PR
		Mexico	MX
Canadian Armed Forces	CF		
International Licence	IR		
Other Foreign Licence	FE		

Colour Codes			
White	01	Yellow	06
Black	02	Orange	07
Red	03	Purple	08
Green	04	Brown	09
Blue	05	Other	14

Two-Tone Vehicle use most Predominant Colour

Codes for Charges Laid

CODE	CHARGE
10	Unregistered Vehicle
11	Disobey Stop Sign
12	Fail to Signal
13	Speed too Fast for Conditions
14	Drive Without Due Care and Attention
15	Follow too Closely
16	Passing on Right
17	Improper Lane Change
18	Improper Turn
19	Fail to Yield Right-of-Way
20	Passing When Unsafe
21	Driving Left of Centre
22	Driving Wrong Way on a One Way Street
23	Fail to Yield to Pedestrian
24	Fail to Report
25	Disobey Traffic Signal
26	Improper Parking on Highway or Street
27	Passing School Bus When Forbidden
28	Inadequate Brakes
29	Defective or Unauthorized Lights, Tires, Windshield or Bumper Height
30	Dangerous Driving
31	Drive While Disqualified
32	Criminal Negligence
33	Fail to Remain
34	Impaired Driving / Refuse Breath Test
35	Unsafe Backing
36	No Driver's Licence
37	Operator or Passenger Not Using Seatbelt
38	Speeding Past Highway Worker
39	Stunting
40	24 Hour Suspension
99	Other Offence

Unknown Information

An "X" can be coded to individual data fields if the information is unknown at the time of reporting. However, in cases where no information is known about a complete section such as a hit and run accident where no driver or vehicle data is available, one "x" at the beginning of the section will be sufficient.

Glossary

Police Reported Motor Vehicle Collision	Police agencies are required to investigate and complete a motor vehicle accident report for all collisions that involve bodily injury or death, hit and run, where the driver is impaired by alcohol or drugs, where a motor vehicle must be towed from the scene or a collision involving an out-of-province vehicle.
Motor Vehicle Collision Captured By Claims	An incident involving one or more motor vehicles in transport resulting in personal injury or a minimum of \$1,000 in property damage, not including damage to cargo and has not been reported by police.
Incident	Any set of motor vehicle events, not under human control, that include at least one occurrence of injury or damage. It originates when human control of the vehicle is lost and terminates when control is regained, or in the absence of persons who are able to regain control, when all persons and property are at rest. This excludes events that are the result of deliberate intent, legal intervention or natural disasters. For example, if a vehicle catches fire due to mechanical failure and the driver is able to stop safely, a motor vehicle collision did not occur because control of the vehicle was never lost.
Motor Vehicle	Any motorized mechanically or electrically powered land vehicle not operated on rails. Collisions that involve only construction or maintenance equipment within the right of way are not reportable on TAIS.
In Transport	Means "in motion or being operated" on a roadway. Harm to property that reduces the monetary value of that property. It includes harm to animals that have monetary value. It excludes mechanical failure during normal operation, such as a tire blowout.
Public Roadway	Any highway, secondary road, rural road, street, avenue, parkway, lane, alley or bridge designed and intended for or used by the general public for the passage of motor vehicles. This includes sidewalks, boulevards and the immediate right of way adjacent to and parallel with the roadway. It does not include privately maintained roads, driveways or parking lots.
Snowmobiles and Off Roadway Vehicles	Collisions involving snowmobiles and off-highway vehicles that occur within the right-of-way of a public roadway are recorded as part of that roadway. If they occur outside of the right of way, they are on private property.
Road Authority	The jurisdiction responsible for the general maintenance and traffic safety of the road.
Urban Streets	Any street, lane or back alley within the incorporated limits of a city, town, village or hamlet, except those streets recorded as a numbered highway. Street: any public road of an urban street system under the maintenance or jurisdiction of the municipal government. In the case where a road is maintained by a municipal government and would more easily be coded as a numbered highway, exceptions may be made. Lane/Back Alley: any alley or lane within an urban area intended for use by the public and maintained by the local government.

Glossary

Provincial Highways

Any rural/urban highway, provincial road, community access or service road, or other highway as described below.

Rural/Urban Highway: any numbered provincial highway in a rural area or urban area with a population less than 1,000 that is maintained by Saskatchewan Highways and Transportation, and any roadways within urban limits that the police have been permitted to code as a highway for convenience (see street definitions).

Provincial Roads (900 series highways): any public highway with a highway number greater than 900.

Community Access, Service Road/Other: roads built and maintained by Saskatchewan Highways and Transportation providing access to communities, industrial plants and/or land parcels.

Rural Roads

Any designated grid, municipal or other road as defined below.

Designated Grid Road: a municipal road designated as a municipal grid or main farm access road on the Saskatchewan Municipal Road Inventory Maps and posted with customary grid road signs. Collisions on grid roads going through First Nations are coded to the First Nations (code 09).

Municipal/Other Rural Road: any rural municipal road not designated as a grid road. These will include trails, bladed and non-bladed roads, and local streets in unorganized hamlets. Collisions on municipal roads going through First Nations are coded to the First Nations (code 09).

Other Roads

Any location not identified under urban, highway or rural road locations.

First Nation's Grid or Municipal Road: any public road within a First Nation boundary, other than a provincial highway, serving as an access or internal road for a First Nation.

Northern Forest Road: roads in forested areas built and maintained with the primary intent of providing access to forestry operations.

Federal/Provincial Lands: any road other than a numbered provincial highway serving as a public access or internal road to federal or provincial land such as parks, federal community pastures, etc.

Not Known: this code is intended for use only when a general location is definitely not known.

Private Property

Privately-owned property, both in rural and urban areas, such as parking lots, parkades, farmyards, private roads, driveways, service station lots, etc. Accidents coded to this Road Authority are not recorded on TAIS.

Property Damage Only Collisions

A motor vehicle collision resulting in total damages over the prescribed amount as defined in *The Highway Traffic Act* (\$1,000) with no personal injuries or deaths.

Injury Collisions	A motor vehicle collision resulting in a non-fatal injury to one or more persons. An injury is defined as any bodily harm resulting from the collision.
Fatal Collisions involved persons.	A motor vehicle collision resulting in death within 30 days to one or more in-
Impaired	A person with a blood alcohol content exceeding the legal limit.
Had Been Drinking the legal limit.	A person that had consumed alcohol but has a blood alcohol content less than
Major Contributing Factors	Contributing factors are those circumstances or factors that have directly contributed to the collision or its severity. TAIS recognizes that a collision usually results from many causal factors. The collision data system accepts up to four contributing factors for each vehicle involved in a collision. Factors can be selected from four categories: human condition, human action, vehicle condition or driving environment.

Due to differences in reporting definitions, the numbers of collisions and associated casualties published in this report do not necessarily reflect the collision and injury claims experience of the Saskatchewan Auto Fund. Traffic collisions are reported in the Traffic Accident Information System (TAIS) only when the estimated repair costs for all vehicles exceed \$1,000 or when personal injuries are sustained, whereas a collision claim may occur for any amount of property damage over the applicable deductible.

Private property and parking lot collisions as well as deliberate acts of vandalism or natural causes are also not recorded in TAIS.

The information presented in this publication reflects all police and insurance claim reports known to SGI as of March 2006. Since the TAIS is updated on a continual basis, information in future publications may vary from what is published in this report.



2005 Preliminary Casualty Collisions

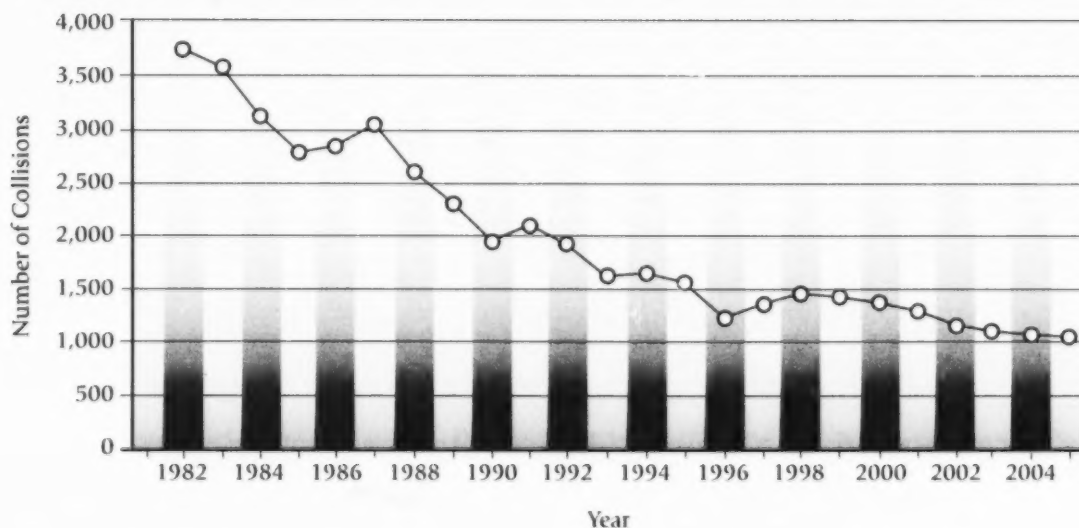
In 2005, 147 people died as a result of traffic accidents in Saskatchewan. Of these, 122 were vehicle occupants, 15 were pedestrians, four were motorcyclists, one was a bicyclist and five were operators of a snowmobile, an ATV or a farm vehicle. This number represents a 17 per cent increase from the 2004 figure of 126. Fatalities were also seven per cent higher than the previous three-year average of 137.

Fewer people were injured in 2005 than in the previous year. Traffic collisions resulted in 6,847 injuries – nine per cent lower than the 2004 number of 7,541 and nine per cent lower than the previous three-year average of 7,513.

The proportion of fatally injured vehicle occupants who were unbelted decreased from 45 per cent in 2004 to 38 per cent in 2005. The issue of low seatbelt use among fatally injured vehicle occupants, however, continues to be of great concern on our rural and First Nations roads. Of the 21 vehicle occupant deaths on rural roads, 52 per cent involved unbelted occupants. All of the fatalities reported on First Nations roads involved unbelted people.

We continue to see a long-term decreasing trend in the overall number of alcohol-related traffic collisions and associated casualties (injuries and deaths) in Saskatchewan. Unfortunately, alcohol use continues to be the dominant contributing factor in fatal collisions. In 2005, it was a factor in 42 fatal collisions which is a 16 per cent decrease from the previous three-year average of 50 collisions. The number of injuries resulting from alcohol related crashes was 670 – a 17 per cent drop from the previous three-year average of 810.

Collisions Involving a Drinking Driver by Year





Fatal Collisions by Road System

Road System	2000	2001	2002	2003	2004	Average 2002-2004	2005	% Change
Urban	21	18	17	18	16	17.0	23	35.3
Highways	77	68	70	76	64	70.0	79	12.9
Rural	29	42	29	34	22	28.3	23	-18.8
Other	10	12	7	8	3	6.0	4	-33.3
Totals	137	140	123	136	105	121.3	129	6.3

Deaths by Road System

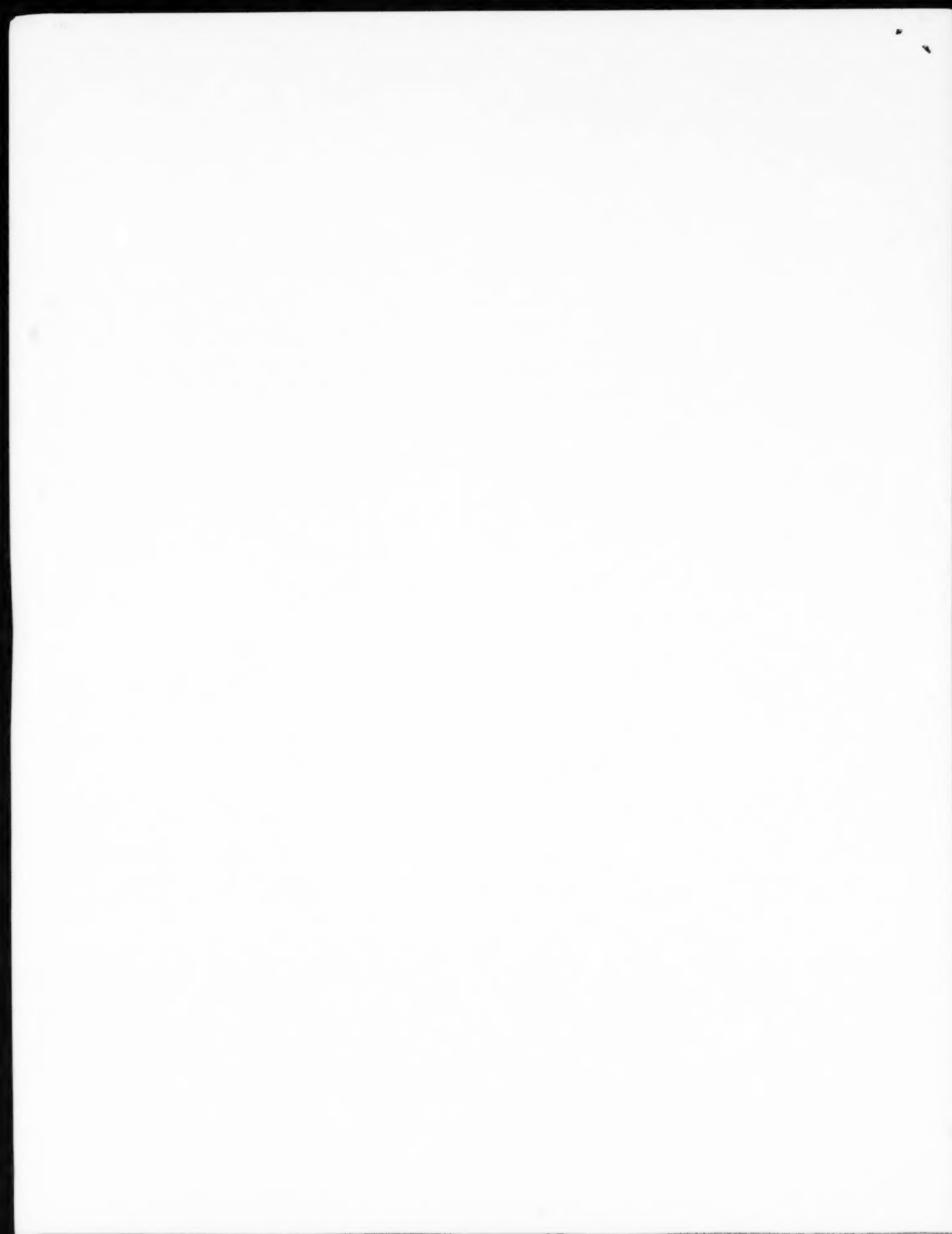
Road System	2000	2001	2002	2003	2004	Average 2002-2004	2005	% Change
Urban	21	18	18	20	17	18.3	24	30.9
Highways	88	85	81	85	82	82.7	95	14.9
Rural	32	45	31	35	24	30.0	24	-20.0
Other	10	19	7	8	3	6.0	4	-33.3
Total	151	167	137	148	126	137.0	147	7.3

Alcohol Involved | Fatal Collisions by Road System

Road System	2000	2001	2002	2003	2004	Average 2002-2004	2005	% Change
Urban	9	8	3	4	6	4.3	5	15.4
Highways	17	29	23	32	19	24.7	24	-2.7
Rural	11	25	18	15	17	16.7	9	-46.0
Other	2	6	4	7	2	4.3	4	-7.7
Totals	39	68	48	58	44	50.0	42	-16.0

Alcohol Involved | Death by Road System

Road System	2000	2001	2002	2003	2004	Average 2002-2004	2005	% Change
Urban	9	8	3	4	6	4.3	6	38.5
Highways	22	37	25	37	28	30.0	27	-10.0
Rural	14	25	19	15	17	17.0	9	-47.1
Other	2	9	4	7	2	4.3	4	-7.7
Totals	47	79	51	63	53	55.7	46	-17.4



Injury Collisions by Road System

Road System	2000	2001	2002	2003	2004	Average 2002-2004	2005	% Change
Urban	3,567	3,067	3,279	3,607	3,491	3,459.0	3,265	-5.6
Highways	1,074	1,066	1,084	1,070	1,222	1,125.3	1,082	-3.9
Rural	610	621	582	628	532	580.7	449	-22.7
Other	192	157	172	150	155	159.0	170	6.9
Totals	5,443	4,911	5,117	5,455	5,400	5,324.0	4,966	-6.7

Injuries by Road System

Road System	2000	2001	2002	2003	2004	Average 2002-2004	2005	% Change
Urban	4,790	4,055	4,343	4,722	4,551	4,538.7	4,247	-6.4
Highways	1,527	1,716	1,744	1,759	1,967	1,823.3	1,697	-6.9
Rural	931	952	947	963	808	906.0	632	-30.2
Other	313	241	278	241	215	244.7	271	10.8
Totals	7,861	6,964	7,312	7,685	7,541	7,512.7	6,847	-8.9

Alcohol Involved | Injury Collisions by Road System

Road System	2000	2001	2002	2003	2004	Average 2002-2004	2005	% Change
Urban	301	211	239	253	265	252.3	212	-16.0
Highways	127	134	130	110	94	111.3	93	-16.5
Rural	78	73	77	68	72	72.3	60	-17.1
Other	47	47	64	46	36	48.7	36	-26.0
Totals	553	465	510	477	467	484.7	401	-17.3

Alcohol Involved | Injuries by Road System

Road System	2000	2001	2002	2003	2004	Average 2002-2004	2005	% Change
Urban	467	340	339	370	407	372.0	322	-13.4
Highways	250	269	211	212	192	205.0	175	-14.6
Rural	149	142	158	127	148	144.3	102	-29.3
Other	86	83	113	98	55	88.7	71	-19.9
Total	952	834	821	807	802	810.0	670	-17.3

Casualties by Road User Class

Victim Class	2000		2001		2002		2003		2004		2005	
	Injuries	Deaths	Injuries	Deaths	Injuries	Deaths	Injuries	Deaths	Injuries	Deaths	Injuries	Deaths
Drivers	4,437	80	3,915	93	4,235	70	4,526	87	4,443	66	4,094	73
Passengers	2,642	48	2,302	49	2,360	43	2,388	34	2,416	37	2,030	49
Pedestrians	370	18	367	15	365	17	328	16	282	14	340	15
Bicyclists	207	1	191	3	166	2	216	0	187	4	165	1
Motorcyclists	145	2	132	3	127	3	176	4	165	2	140	4
Not stated/other	60	2	57	4	59	2	51	7	48	3	67	5
Total	7,861	151	6,964	167	7,312	137	7,685	148	7,541	126	6,836	147

Per cent Seatbelt Use of Injured Drivers and Passengers in 2005

	Injuries	Seatbelt Use (%)			Deaths	Seatbelt Use (%)		
		Yes	No	Not Stated		Yes	No	Not Stated
Urban Streets	3,646	89.4	3.1	7.5	15	46.7	40.0	13.3
Highways	1,646	85.2	10.6	4.3	84	58.3	32.1	9.5
Rural Roads	601	78.2	18.3	3.5	21	42.9	52.4	4.8
Other	231	67.5	27.7	4.8	2	0.0	100.0	0.0
Total	6,124	86.3	7.5	6.1	122	53.3	37.7	9.0

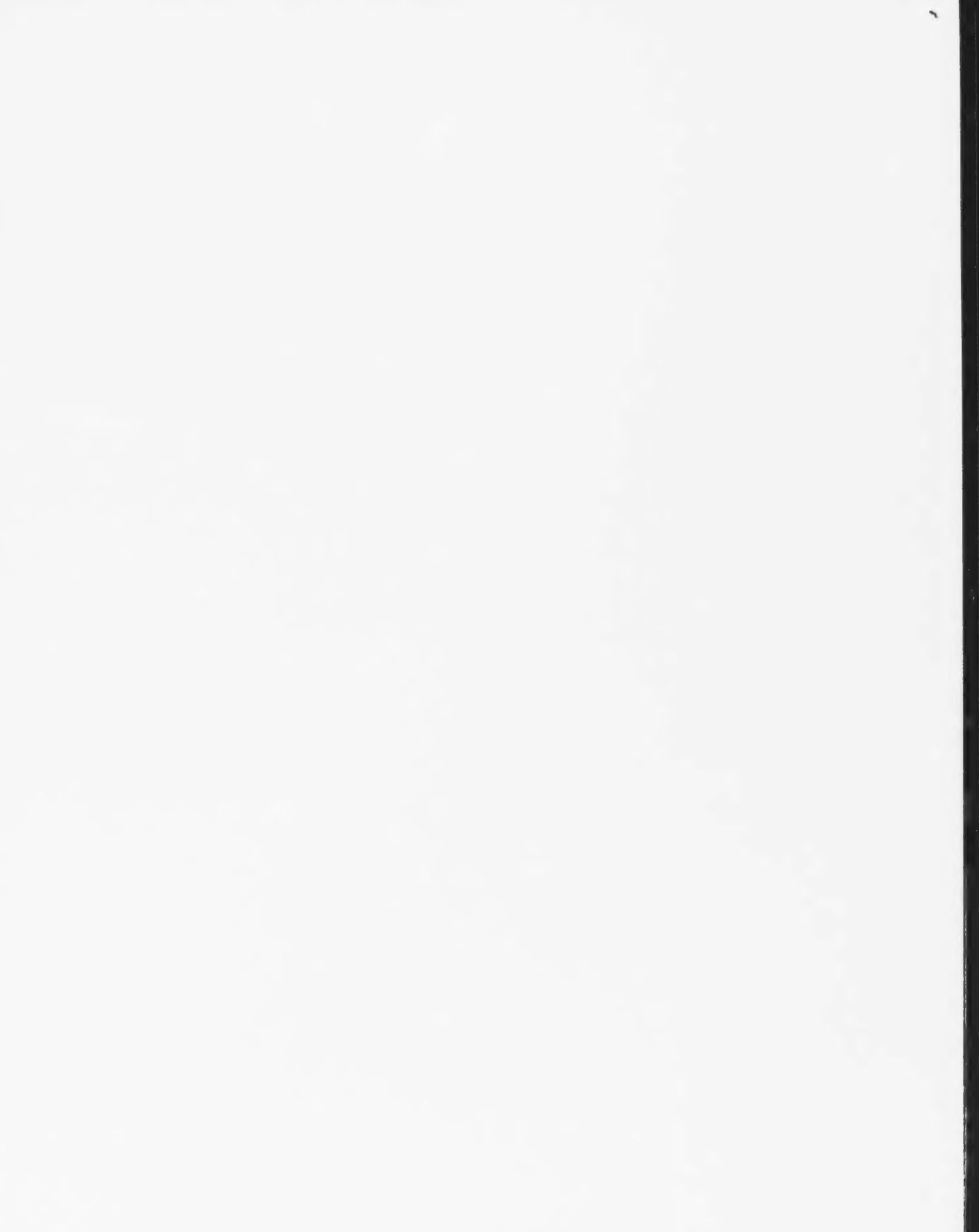
SEATBELTS SAVE LIVES

For more information contact:

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SGI
 Take care out there.

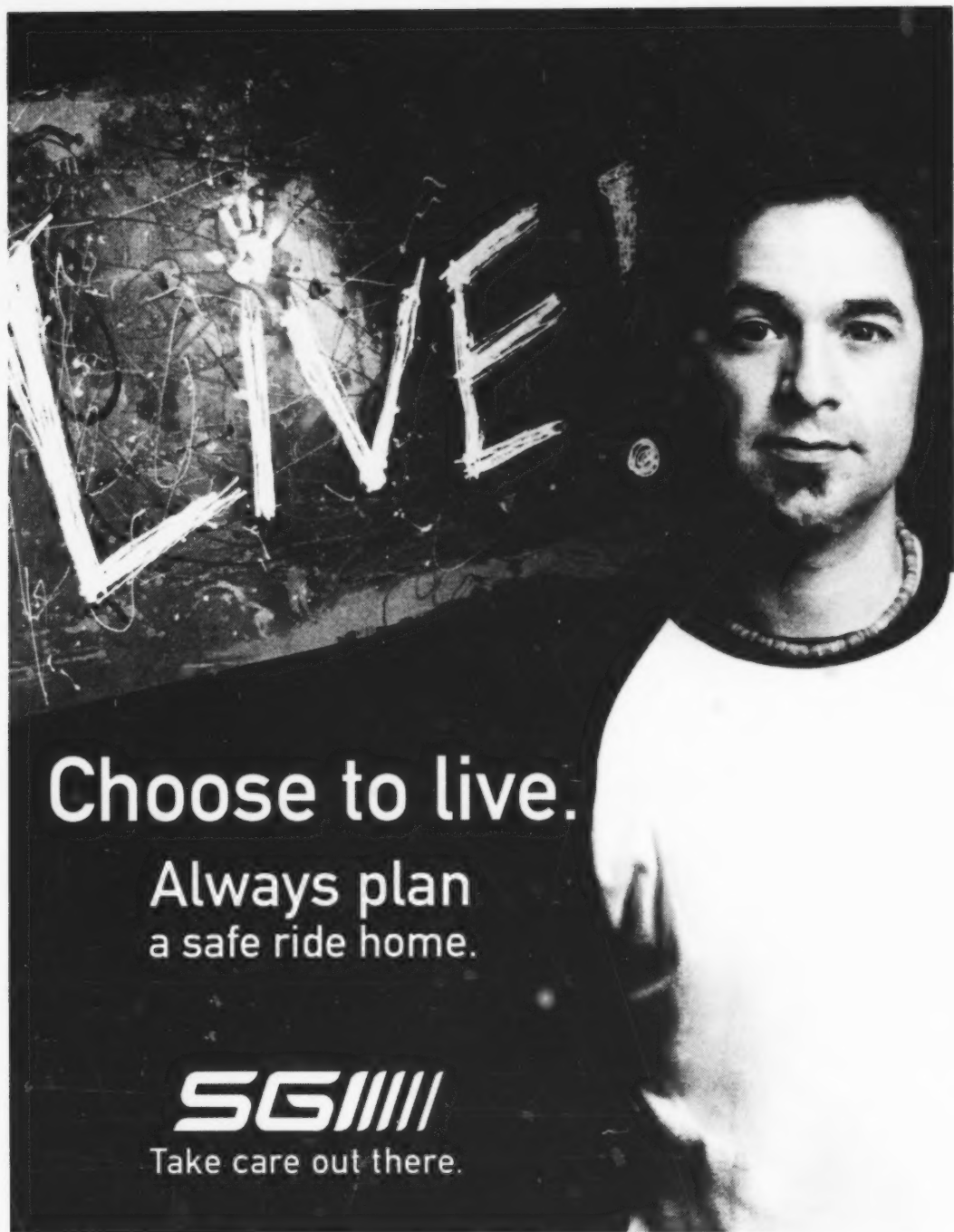


A black and white portrait of a young boy with short hair, smiling widely at the camera. He is wearing a dark, possibly wool or corduroy, button-up jacket over a light-colored, long-sleeved shirt. The lighting is dramatic, coming from the side, highlighting his face and the texture of his clothing against a dark, shadowed background. In the bottom right corner, there is a small rectangular label with the word "WARNING" in bold capital letters, followed by several lines of very small, illegible text. Another smaller, partially visible label is on the left side near the bottom.

Take care out there.

Figure 8. *Left: A photograph of the interior of the reactor showing the reactor vessel, the reactor vessel support structure, and the reactor vessel support structure. Right: A photograph of the reactor vessel support structure.*





Choose to live.

**Always plan
a safe ride home.**

SGI
Take care out there.

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